

TRANSPORTATION IMPROVEMENT PROJECT

PLAN AND PROFILE OF

MONTELLO STREET

IN THE TOWN OF

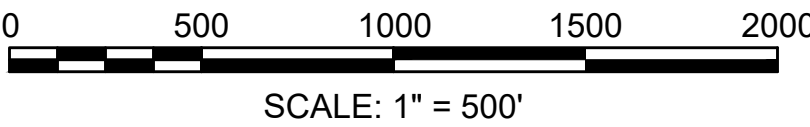
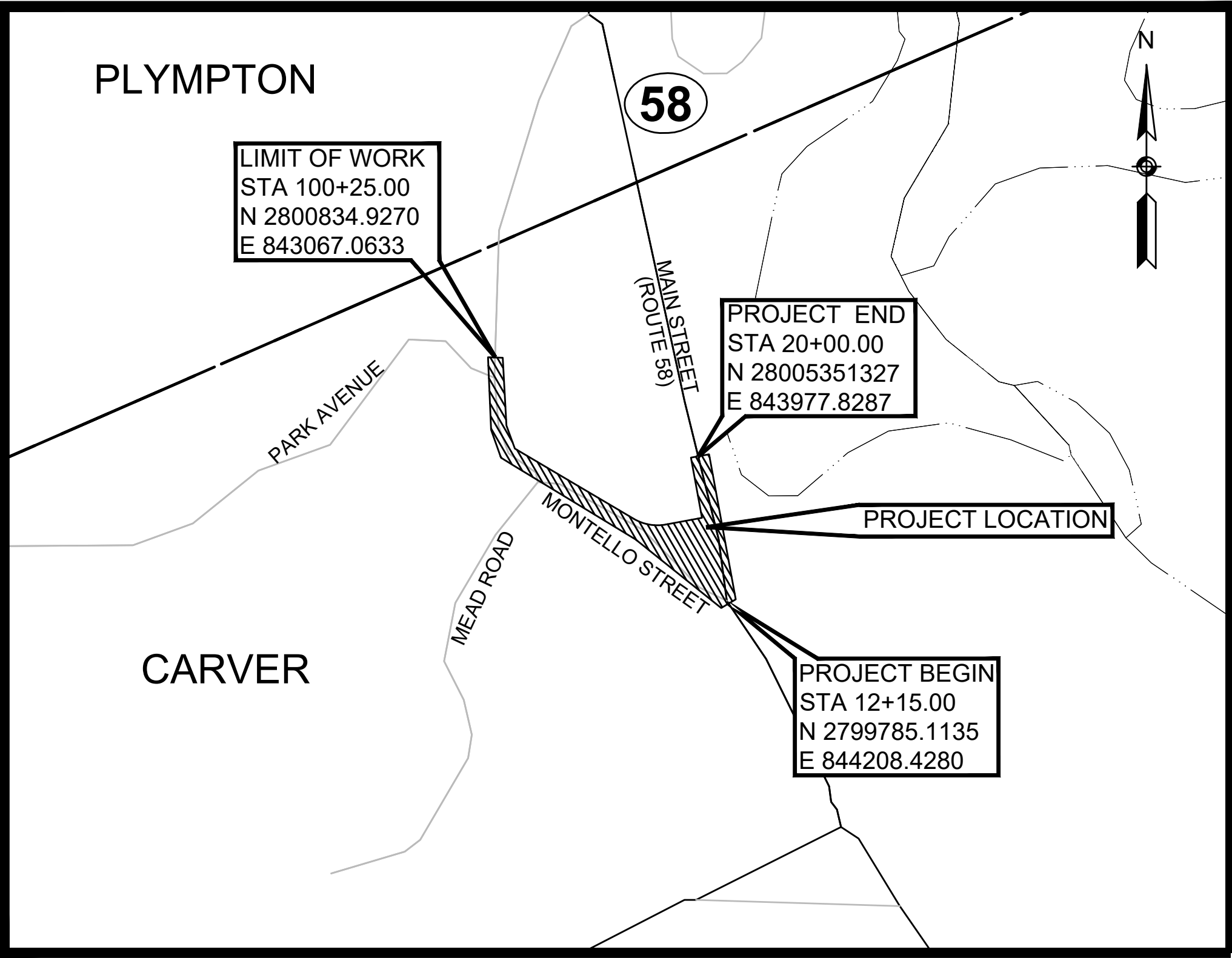
CARVER

PLYMOUTH COUNTY

FINAL DESIGN

INDEX

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REFERENCE MANUALS

THESE PLANS ARE SUPPLEMENTED BY THE OCTOBER 2017 CONSTRUCTION STANDARD DETAILS, THE 2015 OVERHEAD SIGNAL STRUCTURE AND FOUNDATION STANDARD DRAWINGS, MASSDOT TRAFFIC MANAGEMENT PLANS AND DETAIL DRAWINGS, THE 1990 STANDARD DRAWINGS FOR SIGNS AND SUPPORTS, THE 1968 STANDARD DRAWINGS FOR TRAFFIC SIGNALS AND HIGHWAY LIGHTING, AND THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK.

DESIGN DESIGNATION (ROUTE 58)







































































































































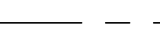

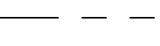

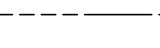

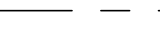

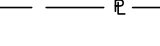

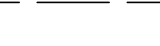











DESIGN SPEED	50 MPH
ADT (2017)	12,600 VPD
ADT (2025)	21,000 VPD
K	10%
D	50.1%
T (PEAK HOUR)	5.0%
T (AVERAGE DAY)	5.2%
DHV	2,000 VPH
DDHV	1,000 VPH
FUNCTIONAL CLASSIFICATION	URBAN MINOR ARTERIAL

DESIGN DESIGNATION (MONTELLO STREET)

















































DESIGN SPEED	35 MPH
ADT (2017)	200 VPD
ADT (2025)	8,600 VPD
K	13%
D	58.5%
T (PEAK HOUR)	5.2%
T (AVERAGE DAY)	5.1%
DHV	1,150 VPH
DDHV	650 VPH
FUNCTIONAL CLASSIFICATION	LOCAL

DATE	DESCRIPTION	REV #
<div><div><div><div><div><div></div><div>COMMONWEALTH OF MASSACHUSETTS</div></div><div><div><div><div><div>WAYNE PHILLIP</div><div>AMICO</div><div>CIVIL</div><div>No. 38724</div></div></div><div><div><div>REGISTERED</div><div>PROFESSIONAL ENGINEER</div></div></div></div></div><div>Wayne P. Amico</div><div>7/21/21</div></div></div></div></div>		Electrically signed by Wayne P. Amico, PE
ENGINEER		DATE
<div><div><div><div><div></div><div>vhb</div></div></div><div><div>Vanasse Hangen Brustlin, Inc.</div><div>101 Walnut St., PO Box 9151</div><div>Watertown, MA 02472</div><div>617.924.1770 FAX 617.924.2286</div></div></div></div>		
DESIGNED BY JLS	APPROVED BY WPA	SHEET OF 1 61
DRAWN BY GPM	DTFG CHECKED BY JLS	VHB CAD FILE NAME 12681.06_HD(COV).DWG
CHECKED BY SHK	DATE JULY 2021	JOB NO. 12681.06

















GENERAL SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		JERSEY BARRIER
		CATCH BASIN
		CATCH BASIN CURB INLET
		FLARED END SECTION
		FLAG POLE
		GAS PUMP
		MAIL BOX
		POST SQUARE
		POST CIRCULAR
		WELL
		ELECTRIC HANDHOLE
		FENCE GATE POST
		GAS GATE
		BORING HOLE
		MONITORING WELL
		TEST PIT
		HYDRANT
		LIGHT POLE
		COUNTY BOUND
		GPS POINT
		CABLE MANHOLE
		DRAINAGE MANHOLE
		ELECTRIC MANHOLE
		GAS MANHOLE
		MISC MANHOLE
		SEWER MANHOLE
		TELEPHONE MANHOLE
		WATER MANHOLE
		MASSACHUSETTS HIGHWAY BOUND
		MONUMENT
		STONE BOUND
		TOWN OR CITY BOUND
		TRAVERSE OR TRIANGULATION STATION
		TROLLEY POLE OR GUY POLE
		TRANSMISSION POLE
		UTILITY POLE W/ FIREBOX
		UTILITY POLE WITH DOUBLE LIGHT
		UTILITY POLE W / 1 LIGHT
		UTILITY POLE
		BUSH
		TREE
		STUMP
		SWAMP / MARSH
		WATER GATE
		PARKING METER
		OVERHEAD CABLE/WIRE
		CURBING
		CONTOURS (ON-THE-GROUND SURVEY DATA)
		CONTOURS (PHOTOGRAMMETRIC DATA)
		UNDERGROUND DRAIN PIPE (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND ELECTRIC DUCT (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND GAS MAIN (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND SEWER MAIN (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND TELEPHONE DUCT (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND WATER MAIN (DOUBLE LINE 24 INCH AND OVER)
		BALANCED STONE WALL
		GUARD RAIL - STEEL POSTS
		GUARD RAIL - WOOD POSTS
		GUARD RAIL - DOUBLE FACE - STEEL POSTS
		GUARD RAIL - DOUBLE FACE - WOOD POSTS
		CHAIN LINK OR METAL FENCE
		WOOD FENCE
		EROSION CONTROL BARRIER
		TREE LINE
		SAWCUT LINE
		TOP OR BOTTOM OF SLOPE
		LIMIT OF EDGE OF PAVEMENT OR COLD PLANE AND OVERLAY
		BANK OF RIVER OR STREAM
		BORDER OF WETLAND
		100 FT WETLAND BUFFER
		200 FT RIVERFRONT BUFFER
		STATE HIGHWAY LAYOUT
		TOWN OR CITY LAYOUT
		COUNTY LAYOUT
		RAILROAD SIDELINE
		TOWN OR CITY BOUNDARY LINE
		PROPERTY LINE OR APPROXIMATE PROPERTY LINE
		EASEMENT

TRAFFIC SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		CONTROLLER PHASE
		WIRE LOOP DETECTOR (6' x 6' TYP UNLESS OTHERWISE SPECIFIED)
		QUADRUPOLE WIRE LOOP DETECTOR
		BICYCLE WIRE LOOP DETECTOR, TYPE B-2
		VIDEO DETECTION ZONE
		RADAR DETECTION ZONE
		VIDEO DETECTION CAMERA
		RADAR/VIDEO VEHICULAR DETECTION
		PEDESTRIAN PUSH BUTTON, SIGN AND SADDLE
		EMERGENCY PREEMPTION CONFIRMATION STROBE LIGHT
		VEHICULAR SIGNAL HEAD, WITH/WITHOUT BACKPLATE
		VEHICULAR SIGNAL HEAD, OPTICALLY PROGRAMMED, WITH/WITHOUT BACKPLATE
		FLASHING BEACON, WITH/WITHOUT BACKPLATE
		PEDESTRIAN SIGNAL HEAD, (TYPE AS NOTED OR AS SPECIFIED)
		SIGNAL POST AND BASE
		MAST ARM, SHAFT AND BASE
		SIGN AND POST
		SIGN AND POST (2 POSTS)
		OVERHEAD SIGN
		OPTICAL PRE-EMPTION DETECTOR
		CONTROL CABINET, GROUND MOUNTED
		PULL BOX 12"x12" (OR AS NOTED)
		ELECTRIC HANDHOLE - SD2.022 (OR AS NOTED)
		TRAFFIC SIGNAL CONDUIT

PAVEMENT MARKINGS SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		PAVEMENT ARROW - WHITE
		LEGEND "ONLY" - WHITE
		STOP LINE - 12"
		CROSSWALK - 12"
		SOLID WHITE LINE - 4"
		SOLID YELLOW LINE - 4"
		BROKEN WHITE LINE - 4"
		DOUBLE YELLOW LINE - 4"

CARVER
MONTELLO STREET
LEGEND & ABBREVIATIONS
SHEET 3 OF 61

GENERAL NOTES:

- EXISTING CONDITIONS AND TOPOGRAPHICAL INFORMATION FROM AN ACTUAL FIELD SURVEY CONDUCTED BY VHB, INC. BETWEEN JUNE 2020 AND OCTOBER 2020.
- THE HORIZONTAL CONTROL IS BASED ON THE MASSACHUSETTS MAINLAND STATE PLANE COORDINATE SYSTEM AND THE NATIONAL GEODETIC SURVEY (NAD83). ALL ELEVATION IS US FEET, REFERENCED TO THE NORTH AMERICA VERTICAL DATUM OF 1988 (NAVD88).
- THE CONTRACTOR SHALL VERIFY ALL EXISTING DIMENSIONS AND GRADES IN THE FIELD BEFORE COMMENCING WORK AND PROMPTLY NOTIFY THE ENGINEER OF ANY DISCREPANCIES.
- THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
- DRAINAGE ELEVATIONS ARE PROVIDED FOR DESIGN PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY BY TEST PIT, THE LOCATIONS OF EXISTING UTILITIES WHICH MAY CONFLICT WITH THE PROPOSED DRAINAGE DESIGN. ANY FIELD ADJUSTMENTS REQUIRED WILL BE MADE AS APPROVED OR DIRECTED BY THE ENGINEER. ONLY AFTER THE CONTRACTOR VERIFIES ELEVATIONS FOR THE CONSTRUCTABILITY OF THE DRAINAGE SYSTEM SHALL ANY STRUCTURES BE ORDERED. ANY FIELD ADJUSTMENTS TO LINE & GRADE UP TO A DEPTH OF 5' SHALL BE INCLUDED IN THE COST OF THE PIPE. PIPE EXCAVATION GREATER THAN 5' WILL BE PAID UNDER CLASS B TRENCH EXCAVATION.
- THE CONTRACTOR SHALL VERIFY BY TEST PIT, THE LOCATIONS OF EXISTING UTILITIES WHICH MAY CONFLICT WITH PROPOSED CONDUIT AND SIGNAL EQUIPMENT. ANY FIELD ADJUSTMENTS REQUIRED WILL BE MADE AS APPROVED OR DIRECTED BY THE ENGINEER.
- WHERE AN EXISTING UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, THE LOCATION, ELEVATION AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED WITHOUT DELAY BY THE CONTRACTOR, AND THE INFORMATION FURNISHED TO THE ENGINEER FOR RESOLUTION OF THE CONFLICT.
- THE CONTRACTOR SHALL ALTER THE MASONRY OF THE TOP SECTION OF ALL EXISTING DRAINAGE AND SEWER STRUCTURES AS NECESSARY FOR CHANGES IN GRADE, AND RESET ALL WATER AND DRAINAGE FRAMES, GRATES AND BOXES TO THE PROPOSED FINISH SURFACE GRADE. REQUIRED NEW MASONRY SHALL BE CLAY BRICK.
- THE CONTRACTOR SHALL MAKE ALL ARRANGEMENTS FOR THE ALTERATION AND ADJUSTMENT OF GAS, ELECTRIC, TELEPHONE AND ANY OTHER PRIVATE UTILITIES BY THE UTILITY COMPANIES.
- EXISTING UTILITY POLES WILL BE RELOCATED BY OTHERS IF REQUIRED.
- TREES AND SHRUBS WITHIN THE LIMITS OF GRADING SHALL BE REMOVED ONLY UPON APPROVAL OF THE ENGINEER.
- AREAS OUTSIDE THE LIMITS OF PROPOSED WORK DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITION AT NO EXPENSE TO THE OWNER.
- THE TERM "PROPOSED" (PROP) MEANS WORK TO BE CONSTRUCTED USING NEW MATERIALS OR, WHERE APPLICABLE, RE-USING EXISTING MATERIALS IDENTIFIED AS "REMOVE AND RESET" (R&R).
- JOINTS BETWEEN NEW ASPHALT CONCRETE ROADWAY PAVEMENT AND SAWCUT EXISTING PAVEMENT SHALL BE SEALED WITH HMA JOINT SEALER AND BACKSANDED.
- AFTER MILLING OPERATIONS AND PRIOR TO PAVING THE SUPERPAVE INTERMEDIATE OR SURFACES COURSES THE ENGINEER SHALL EVALUATE THE MILLED SURFACE AND SHALL APPLY THE APPROPRIATE REPAIR METHOD IF REQUIRED.
- EXISTING SIGNS WITHIN THE PROJECT LIMITS SHALL BE REMOVED AND STACKED UNLESS INDICATED OTHERWISE ON THE DRAWINGS.
- ALL PROPOSED HOT MIX ASPHALT BERM SHALL BE MASSDOT TYPE A-MODIFIED.
- EXISTING STATE, COUNTY, CITY, AND TOWN LOCATION LINES AND PRIVATE PROPERTY LINES HAVE BEEN ESTABLISHED FROM AVAILABLE INFORMATION AND THEIR EXACT LOCATIONS ARE NOT GUARANTEED.
- THE CONTRACTOR SHALL EXERCISE DUE CARE WHEN WORKING AROUND ALL PROPERTY BOUNDS WHICH ARE TO REMAIN. SHOULD ANY DAMAGE TO A BOUND RESULT FROM THE ACTIONS OF THE CONTRACTOR, THE CONTRACTOR SHALL HAVE THE BOUND REPLACED AND/OR REALIGNED BY A LICENSED PROFESSIONAL SURVEYOR AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST.
- DISPOSAL OF ALL SURPLUS MATERIAL SHALL BE AS APPROVED BY THE ENGINEER AND OWNER.
- LATERAL DRAIN PIPES SHALL BE INSTALLED WITH A PITCH OF 0.01 FOOT PER FOOT (MINIMUM) UNLESS NOTED OTHERWISE ON THE PLANS.

ABBREVIATIONS

GENERAL

AADT	ANNUAL AVERAGE DAILY TRAFFIC
ABAN	ABANDON
ADJ	ADJUST
APPROX.	APPROXIMATE
A.C.	ASPHALT CONCRETE
ACCM PIPE	ASPHALT COATED CORRUGATED METAL PIPE
BIT.	BITUMINOUS
BC	BOTTOM OF CURB
BD.	BOUND
BL	BASELINE
BLDG	BUILDING
BM	BENCHMARK
BO	BY OTHERS
BOS	BOTTOM OF SLOPE
BR.	BRIDGE
CB	CATCH BASIN
CBCI	CATCH BASIN WITH CURB INLET
CC	CEMENT CONCRETE
CCM	CEMENT CONCRETE MASONRY
CEM	CEMENT
CI	CURB INLET
CIP	CAST IRON PIPE
CLF	CHAIN LINK FENCE
CL	CENTERLINE
CMP	CORRUGATED METAL PIPE
CSP	CORRUGATED STEEL PIPE
CO.	COUNTY
CONC	CONCRETE
CONT	CONTINUOUS
CONST	CONSTRUCTION
CR GR	CROWN GRADE
DHV	DESIGN HOURLY VOLUME
DI	DROP INLET
DIA	DIAMETER
DIP	DUCTILE IRON PIPE
DMH	DRAINAGE MANHOLE
DW	STEADY DON'T WALK - PORTLAND ORANGE
DWY	DRIVEWAY
ELEV (or EL.)	ELEVATION
EMB	EMBANKMENT
EOP	EDGE OF PAVEMENT
EXIST (or EX)	EXISTING
EXC	EXCAVATION
F&C	FRAME AND COVER
F&G	FRAME AND GRATE
FDN.	FOUNDATION
FES	FLARED END SECTION
FLDSTN	FIELDSTONE
GAR	GARAGE
GD	GROUND
GG	GAS GATE
GI	GUTTER INLET
GIP	GALVANIZED IRON PIPE
GRAN	GRANITE
GRAV	GRAVEL
GRD	GUARD
HDW	HEADWALL
HMA	HOT MIX ASPHALT
HOR	HORIZONTAL
HYD	HYDRANT
INV	INVERT
JCT	JUNCTION
L	LENGTH OF CURVE
LB	LEACH BASIN
LP	LIGHT POLE
LT	LEFT
MAX	MAXIMUM
MB	MAILBOX
MH	MANHOLE
MHB	MASSACHUSETTS HIGHWAY BOUND
MIN	MINIMUM
NIC	NOT IN CONTRACT
NO.	NUMBER
OCS	OUTLET CONTROL STRUCTURE
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PERF	PERFORATED
P.G.L.	PROFILE GRADE LINE
PI	POINT OF INTERSECTION
POC	POINT ON CURVE
POT	POINT ON TANGENT
PRC	POINT OF REVERSE CURVATURE
PROJ	PROJECT
PROP	PROPOSED
PSB	PLANTABLE SOIL BORROW
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE

ABBREVIATIONS (cont.)

GENERAL

PVC	POINT OF VERTICAL CURVATURE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
PVMT	PAVEMENT
PWW	PAVED WATER WAY
R	RADIUS OF CURVATURE
R&D	REMOVE AND DISPOSE
RCP	REINFORCED CONCRETE PIPE
RD	ROAD
RDWY	ROADWAY
REM	REMOVE
RET	RETAIN
RET WALL	RETAINING WALL
ROW	RIGHT OF WAY
RR	RAILROAD
R&R	REMOVE AND RESET
R&S	REMOVE AND STACK
RT	RIGHT
SB	STONE BOUND
SHLD	SHOULDER
SMH	SEWER MANHOLE
ST	STREET
STA	STATION
SSD	STOPPING SIGHT DISTANCE
SHLO	STATE HIGHWAY LAYOUT LINE
SW	SIDEWALK
T	TANGENT DISTANCE OF CURVE/TRUCK %
TAN	TANGENT
TEMP	TEMPORARY
TC	TOP OF CURB
TOS	TOP OF SLOPE
TYP	TYPICAL
UP	UTILITY POLE
VAR	VARIES
VERT	VERTICAL
VC	VERTICAL CURVE
WCR	WHEEL CHAIR RAMP
WG	WATER GATE
WIP	WROUGHT IRON PIPE
WM	WATER METER/WATER MAIN
X-SECT	CROSS SECTION

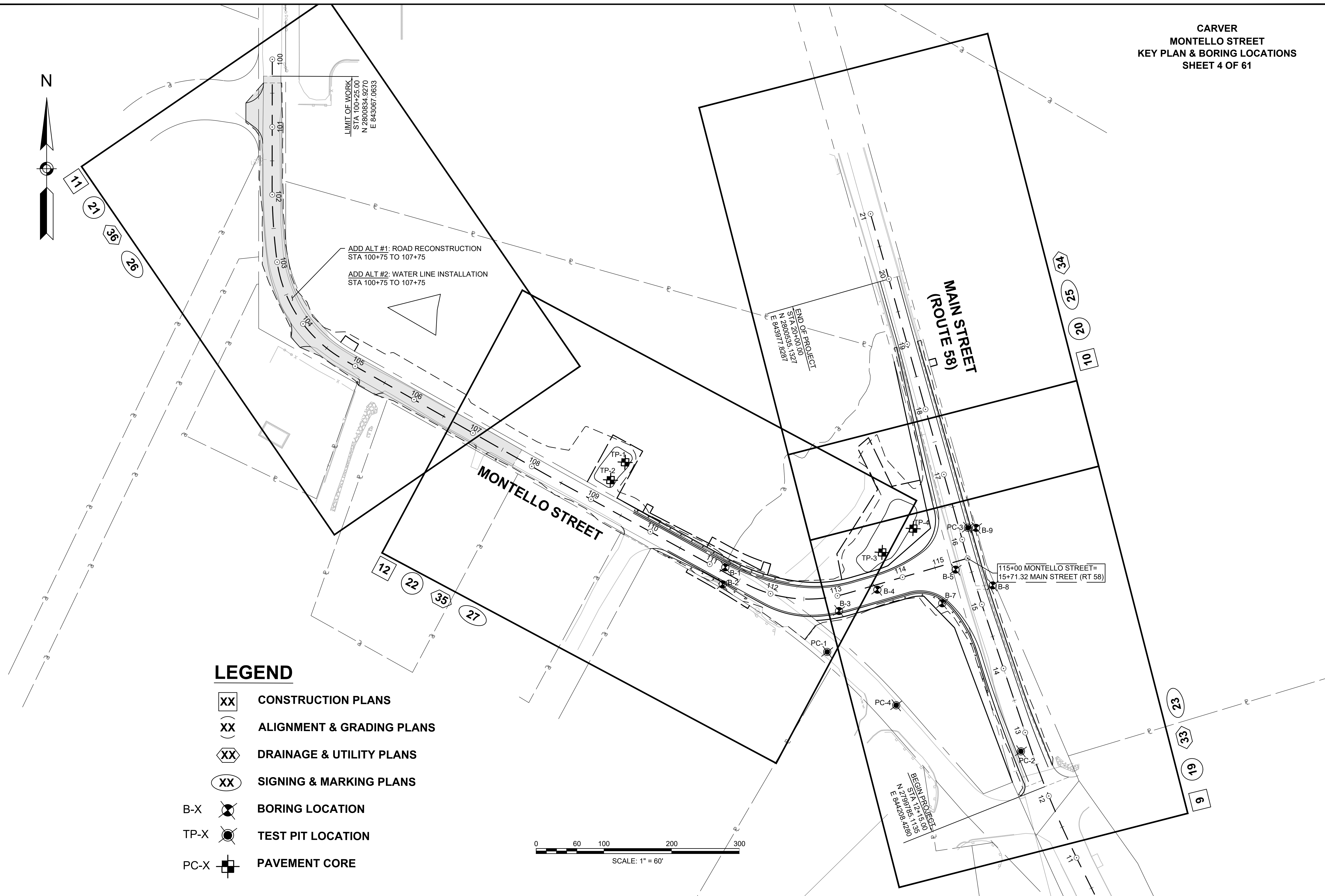
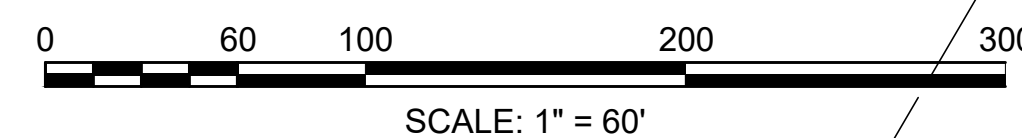
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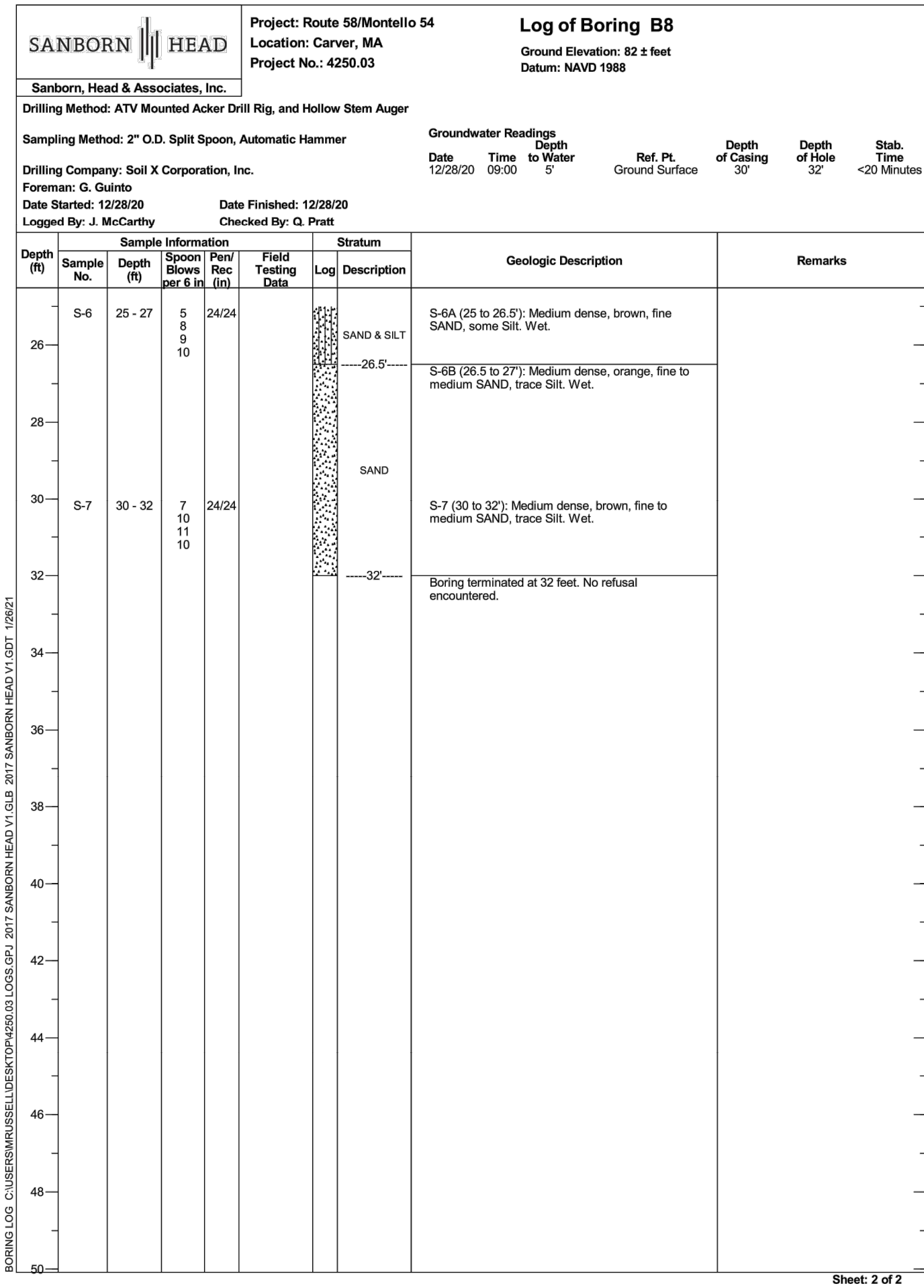
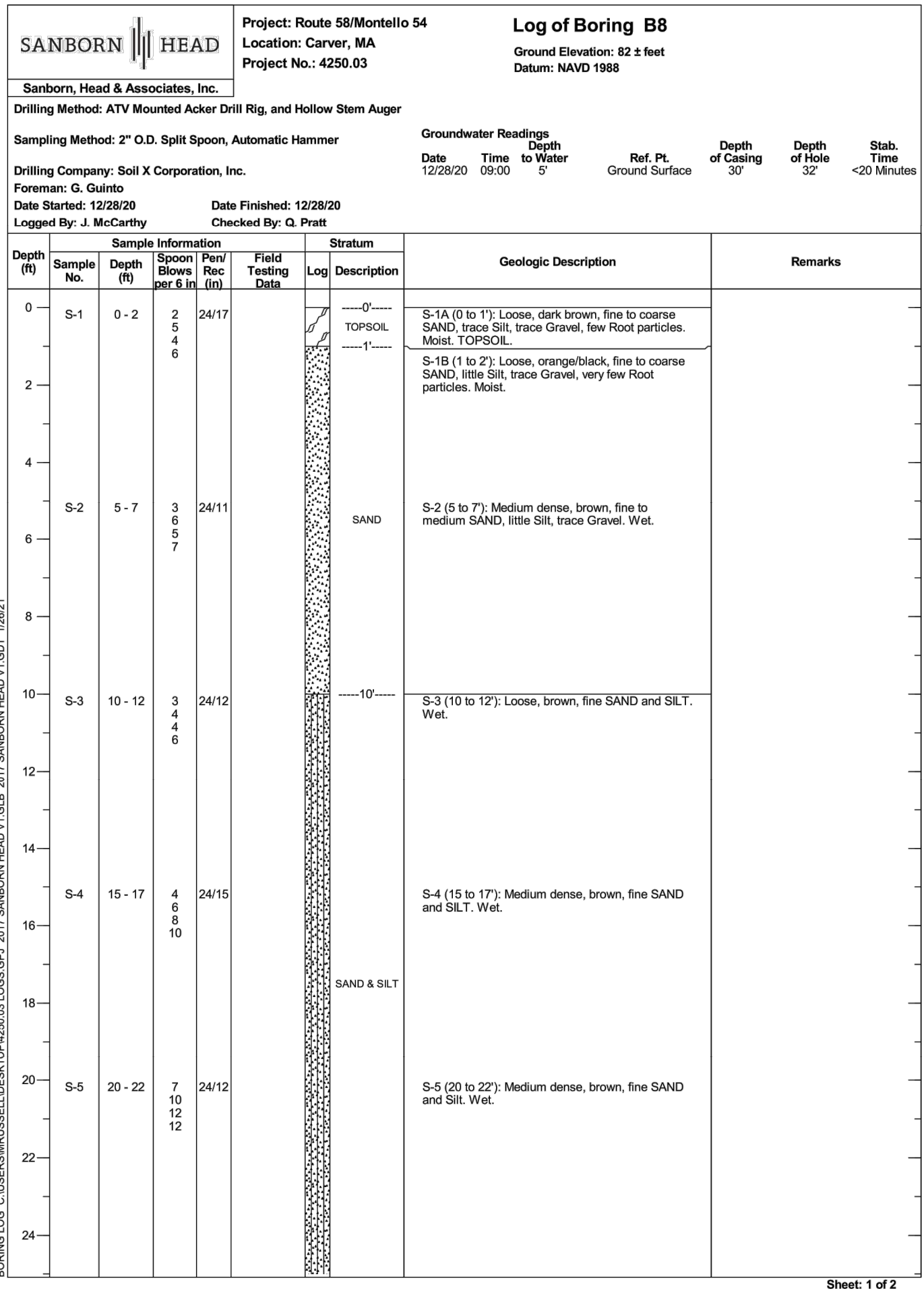
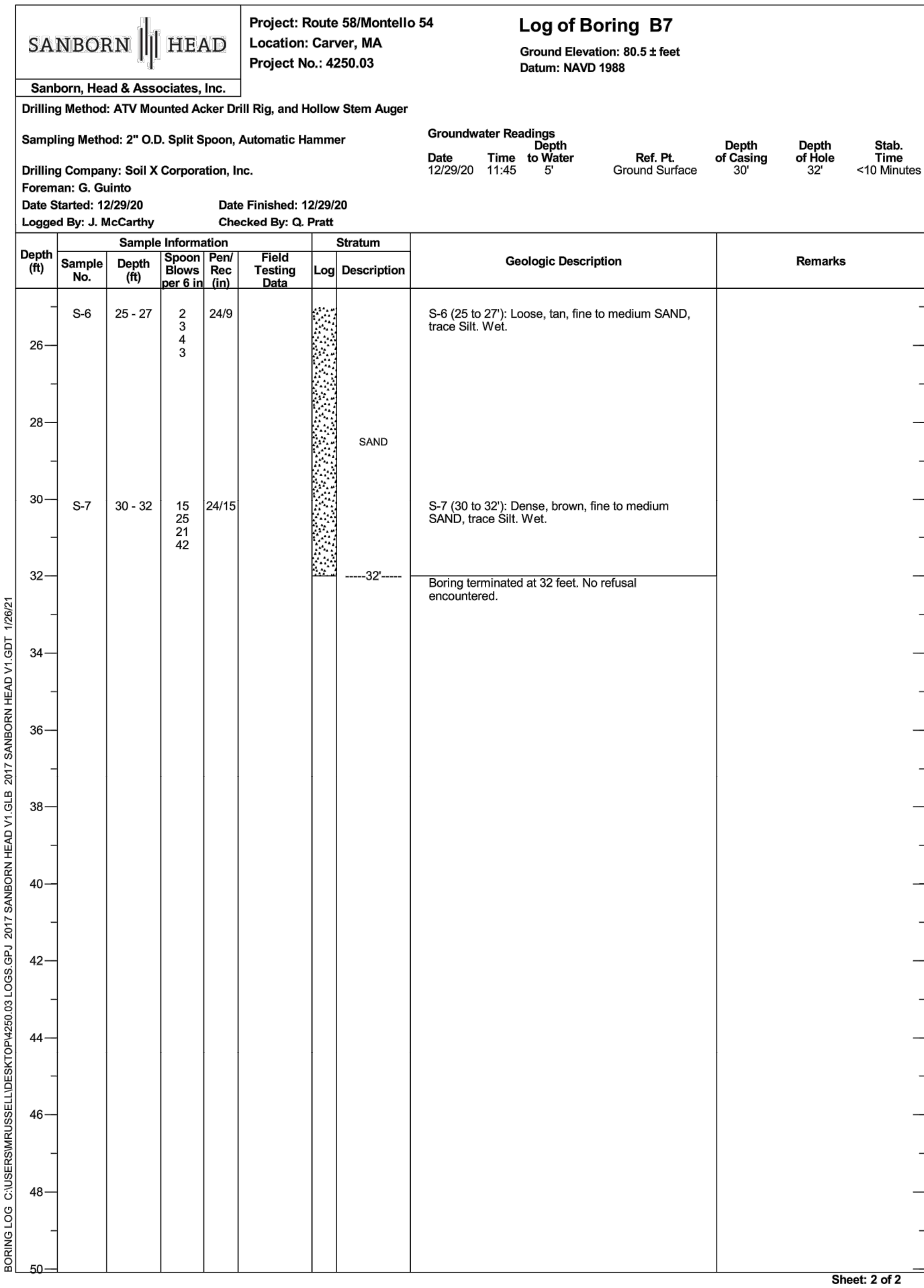
CAB.	CABINET
CCVE	CLOSED CIRCUIT VIDEO EQUIPMENT
DW	STEADY DON'T WALK
FDW	FLASHING DON'T WALK
FR	FLASHING CIRCULAR RED
← FR —	FLASHING RED LEFT ARROW
— FR →	FLASHING RED RIGHT ARROW
FY	FLASHING CIRCULAR YELLOW
← FY —	FLASHING YELLOW LEFT ARROW
— FY →	FLASHING YELLOW RIGHT ARROW
G	STEADY CIRCULAR GREEN
← G —	STEADY GREEN LEFT ARROW
— G →	STEADY GREEN RIGHT ARROW
GSL	STEADY GREEN SLASH LEFT ARROW
GSR	STEADY GREEN SLASH RIGHT ARROW
↑ G	STEADY GREEN VERTICAL ARROW
OL	OVERLAP
PED	PEDESTRIAN
PTZ	PAN, TILT, ZOOM
R	STEADY CIRCULAR RED
← R —	STEADY RED LEFT ARROW
— R →	STEADY RED RIGHT ARROW
TR SIG	TRAFFIC SIGNAL
TSC	TRAFFIC SIGNAL CONDUIT
W	STEADY WALK
Y	STEADY CIRCULAR YELLOW
← Y —	STEADY YELLOW LEFT ARROW
— Y →	STEADY YELLOW RIGHT ARROW



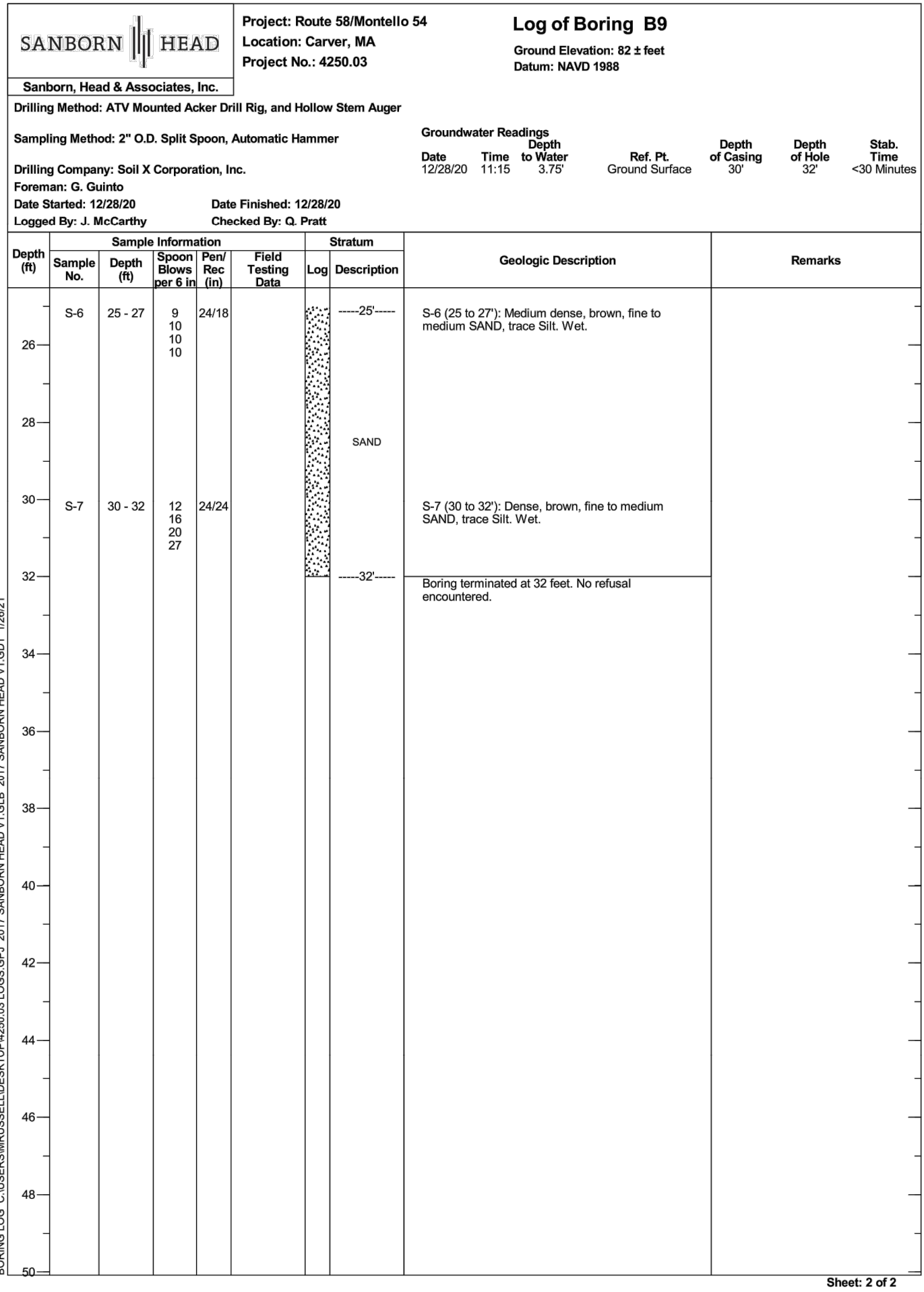
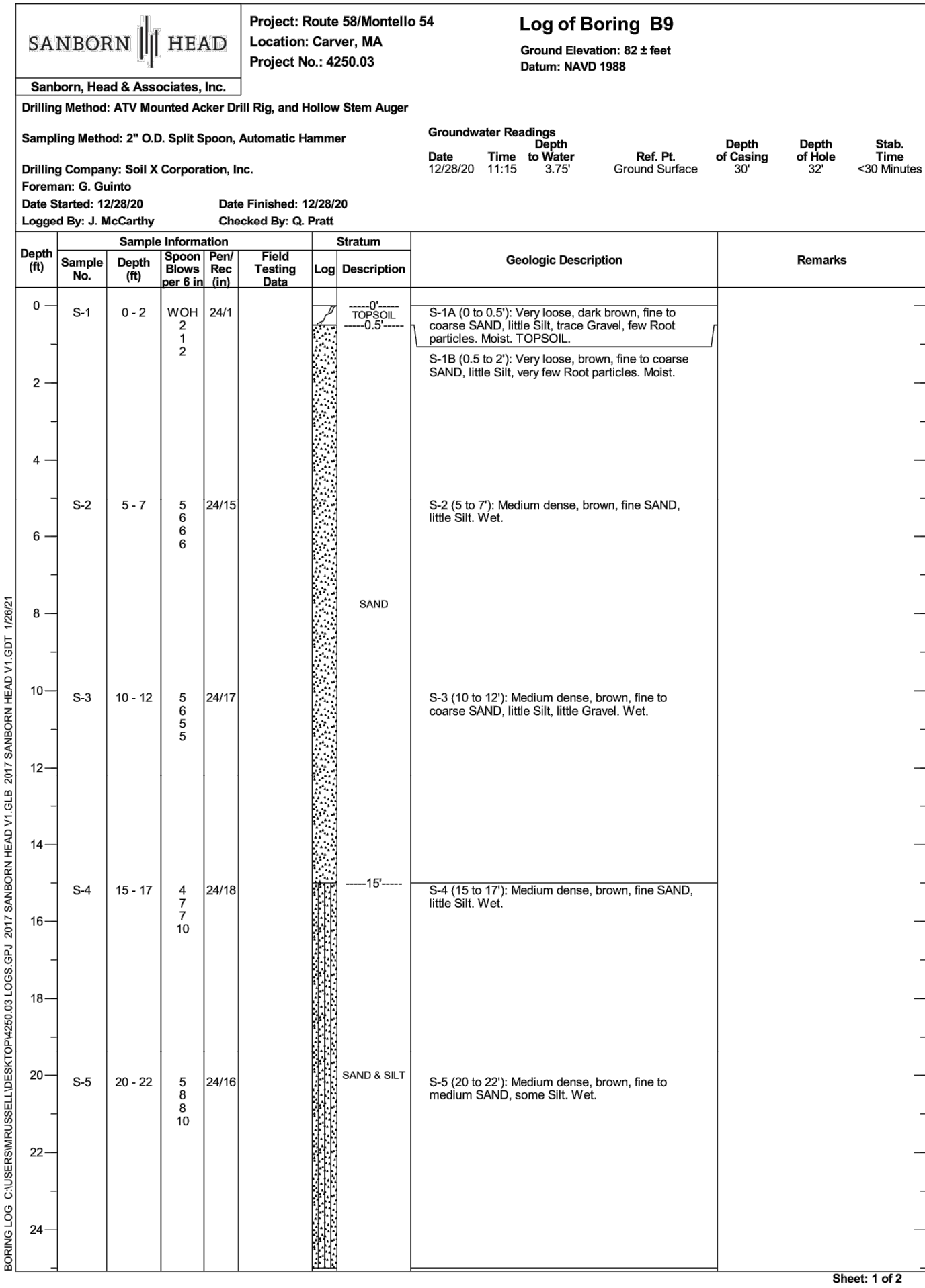
LEGEND

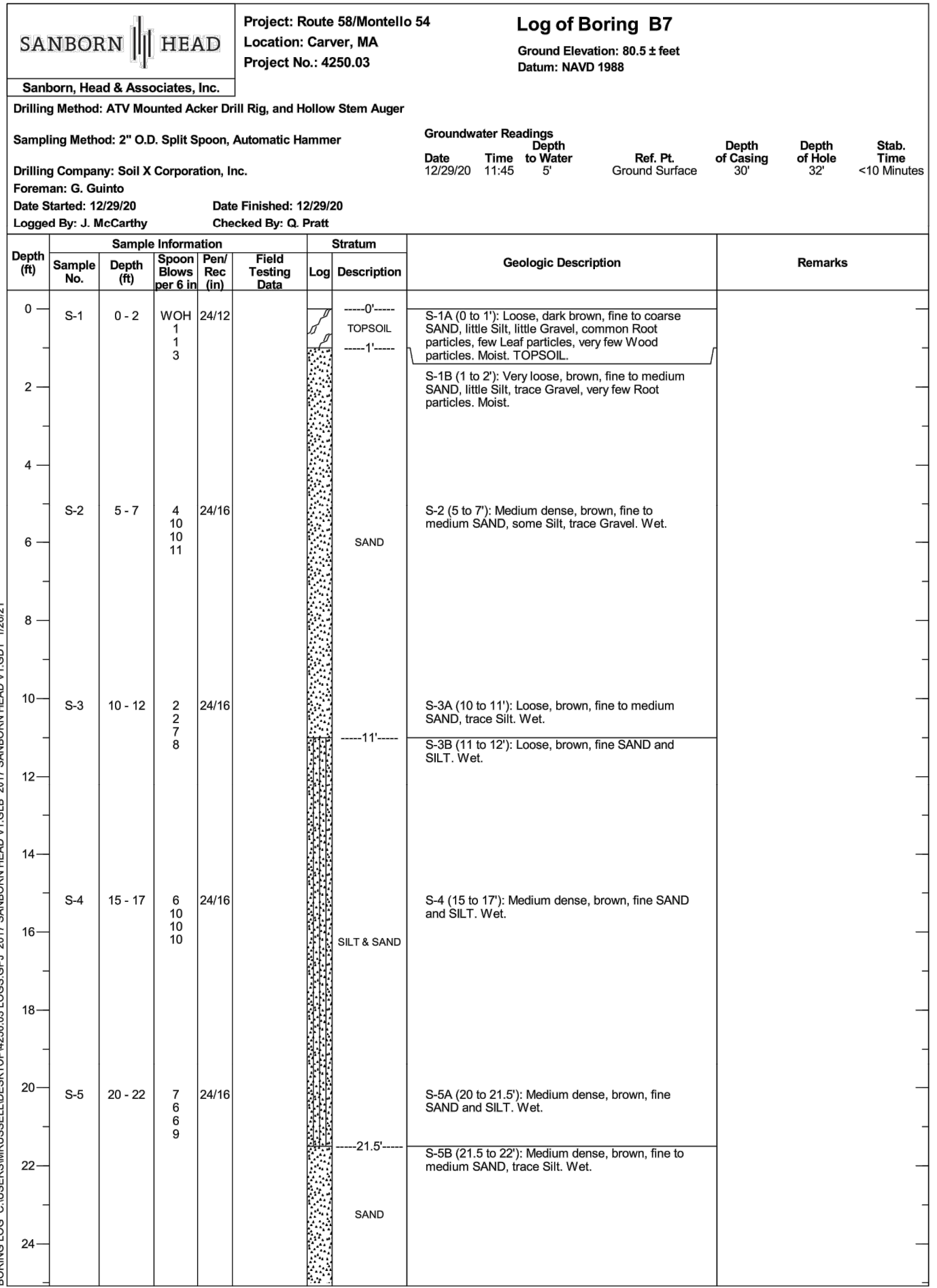
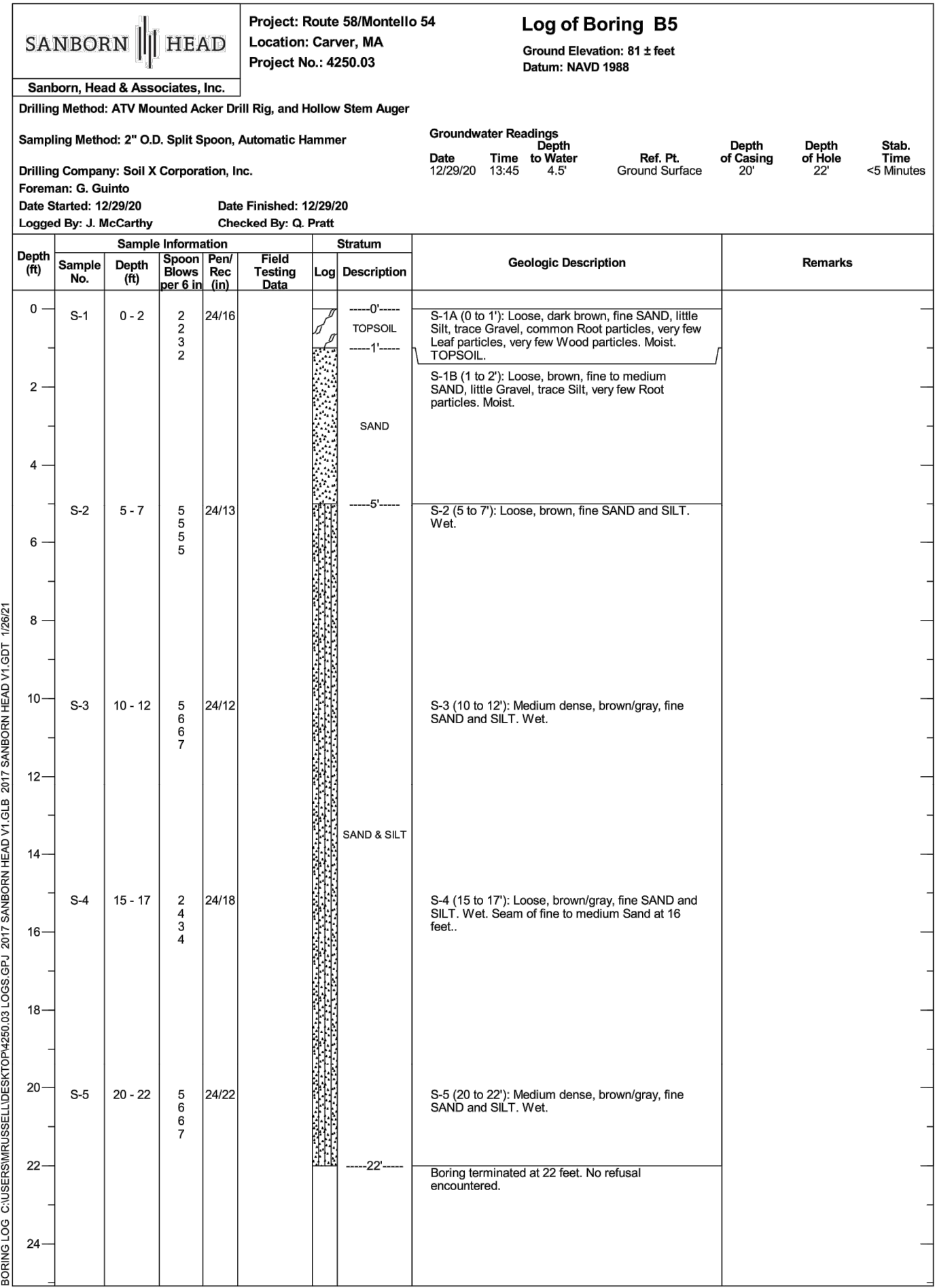
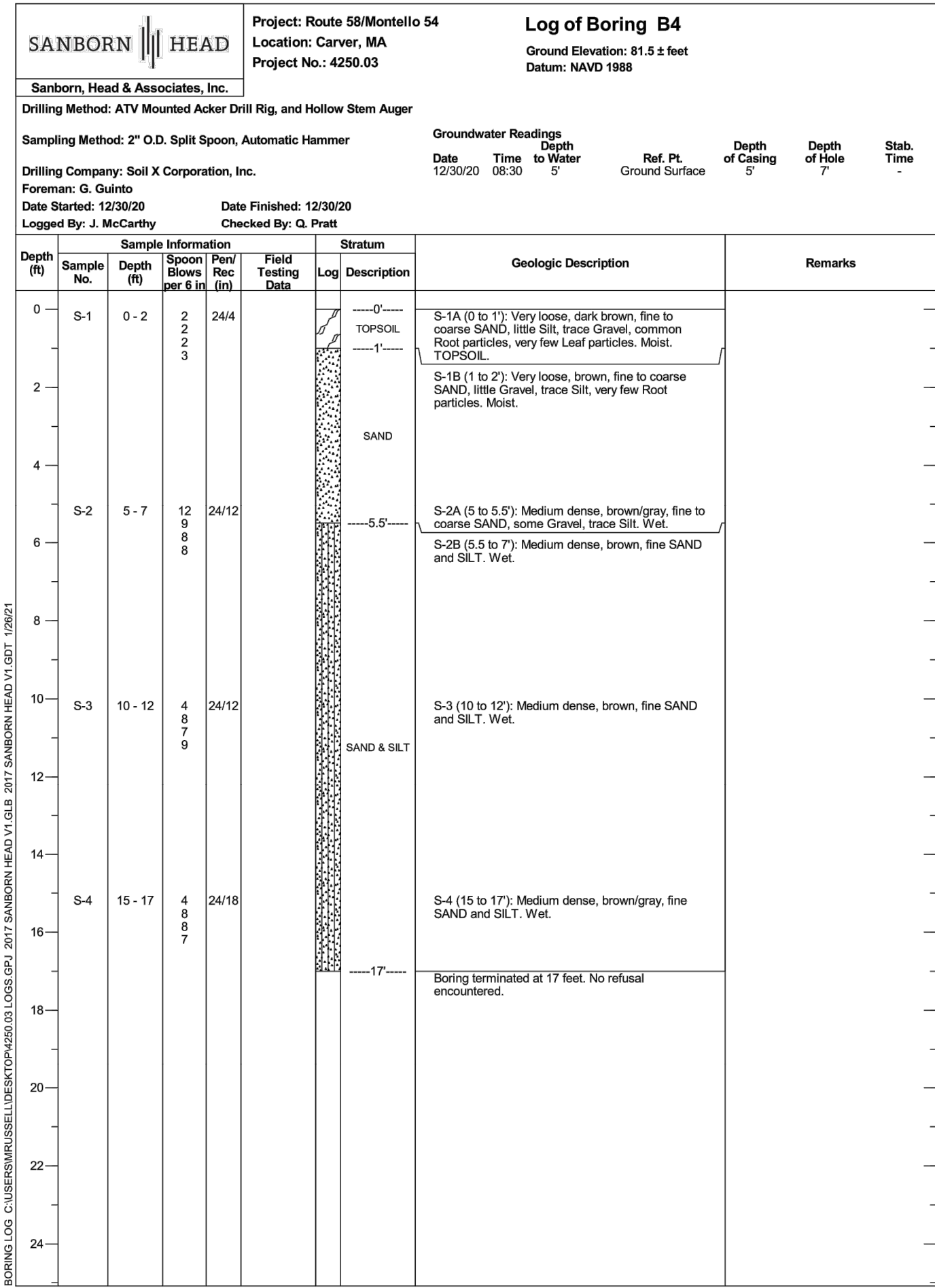
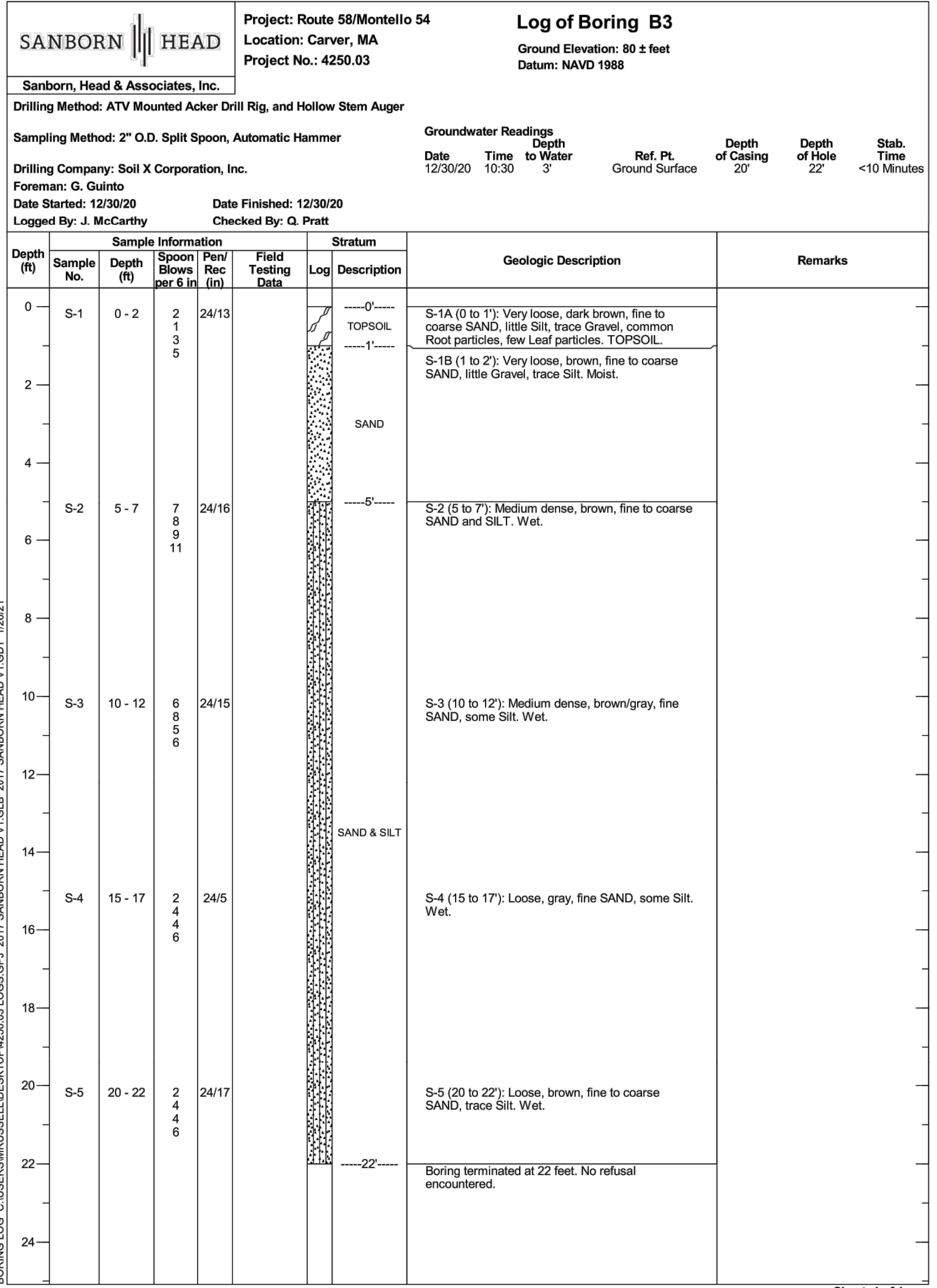
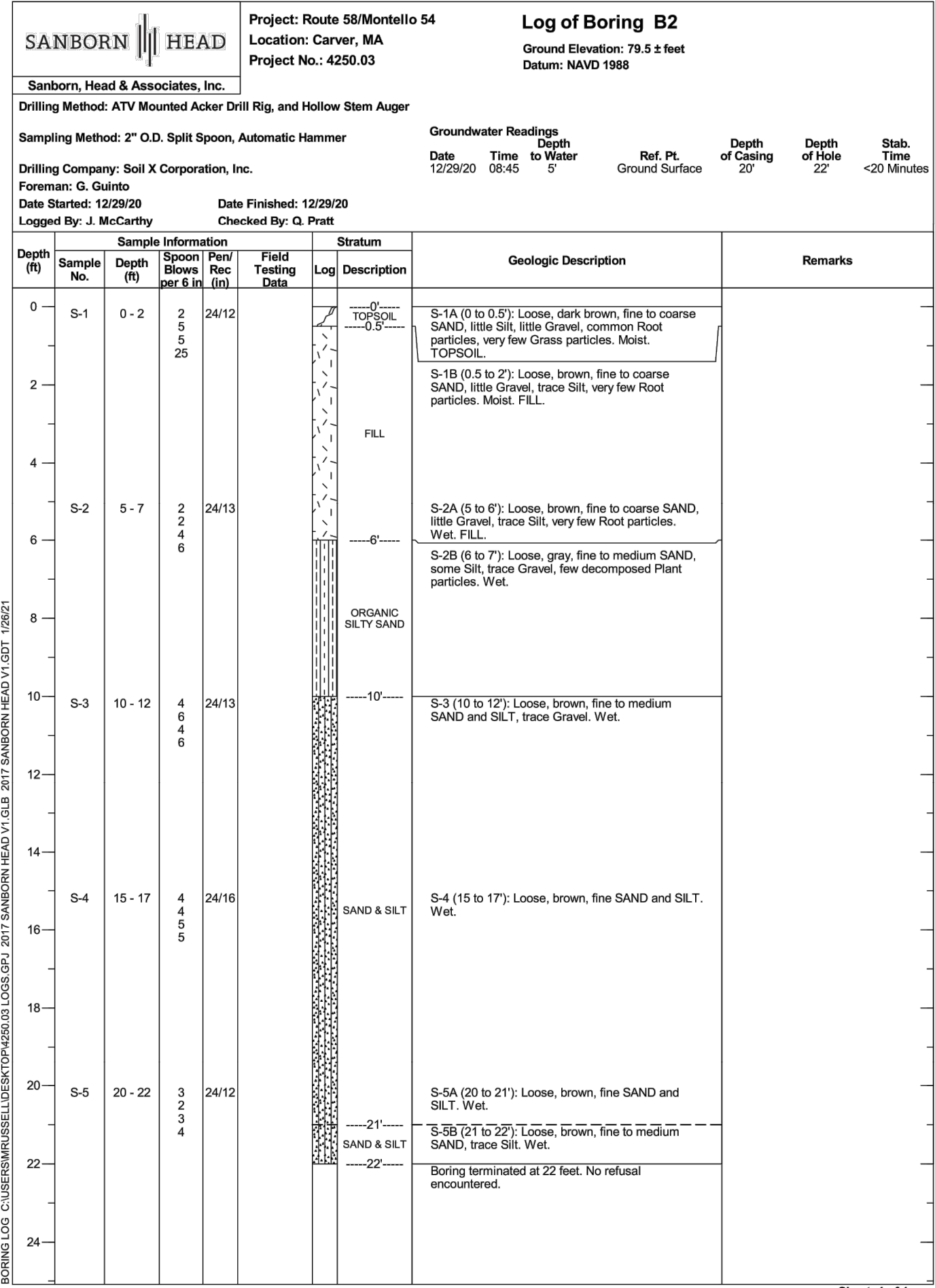
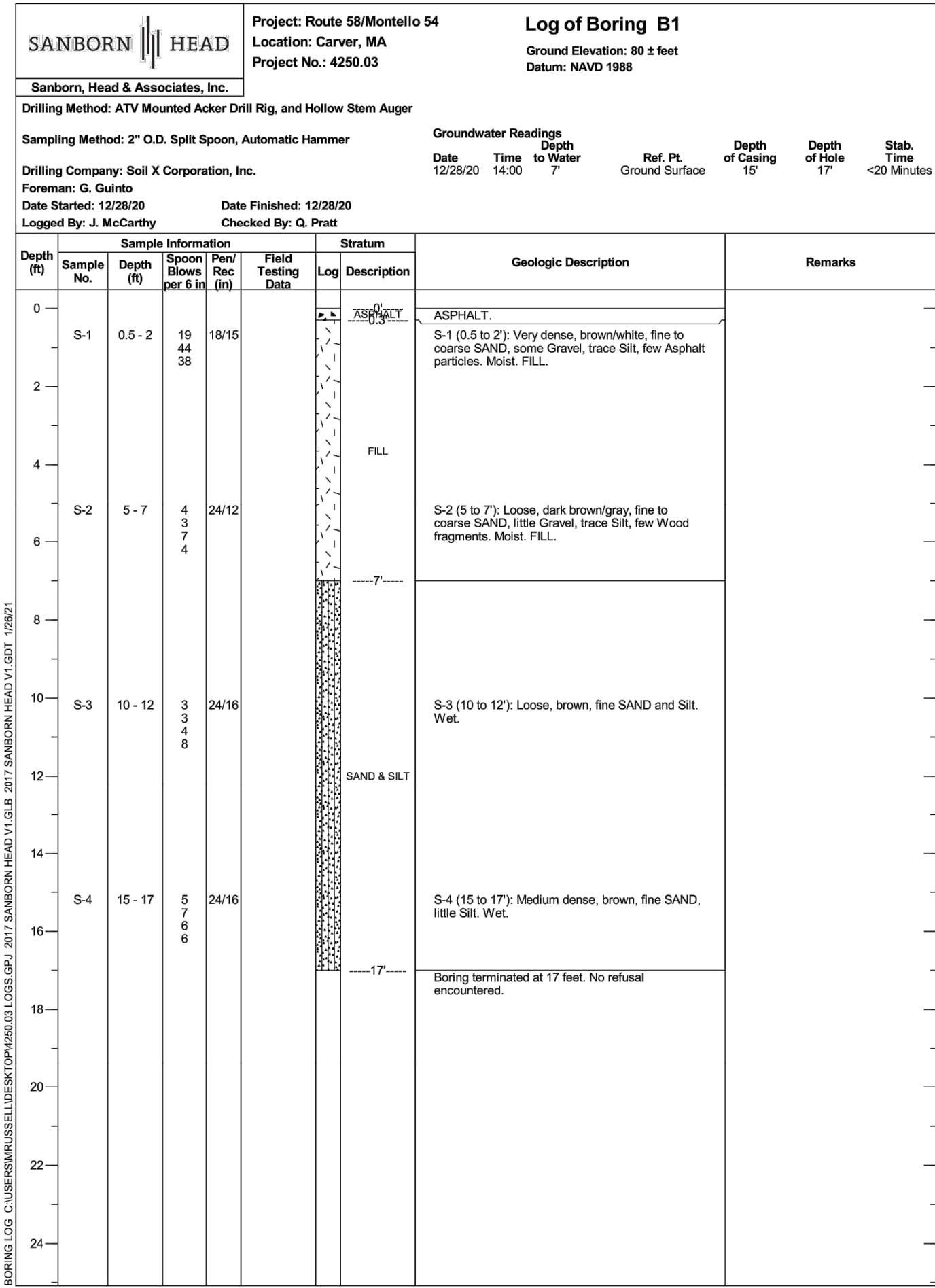
- XX CONSTRUCTION PLANS
- ALIGNMENT & GRADING PLANS
- XX DRAINAGE & UTILITY PLANS
- XX SIGNING & MARKING PLANS
- B-X BORING LOCATION
- TP-X TEST PIT LOCATION
- PC-X PAVEMENT CORE



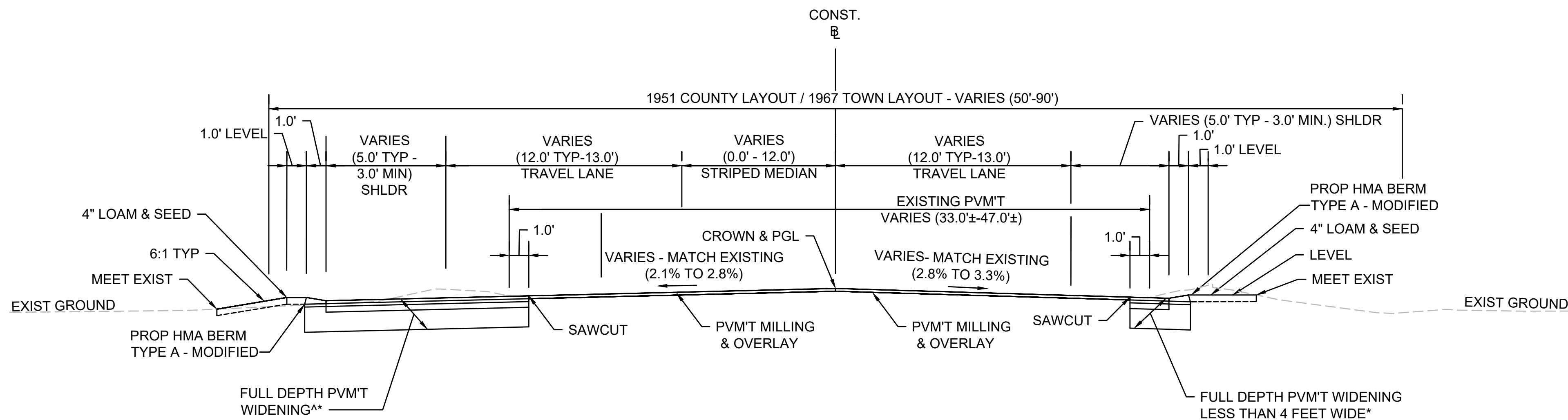


CARVER
MONTELLO STREET
BORING LOGS
SHEET 6 OF 61





CARVER
MONTELO STREET
BORING LOGS
SHEET 5 OF 61

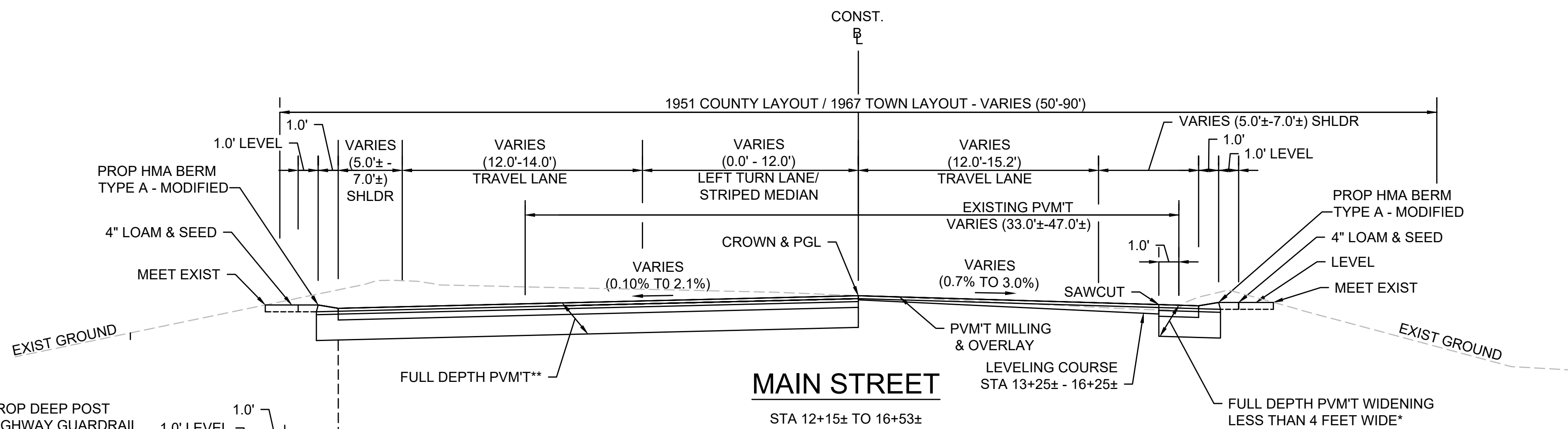


MAIN STREET

STA 16+53± TO 20+00±
NTS

*FULL DEPTH PVM'T WIDENING LESS THAN 4 FEET WIDE
STA 18+40 TO 19+00 LT

*NO FULL DEPTH PVM'T WIDENING
STA 19+00 TO 20+00

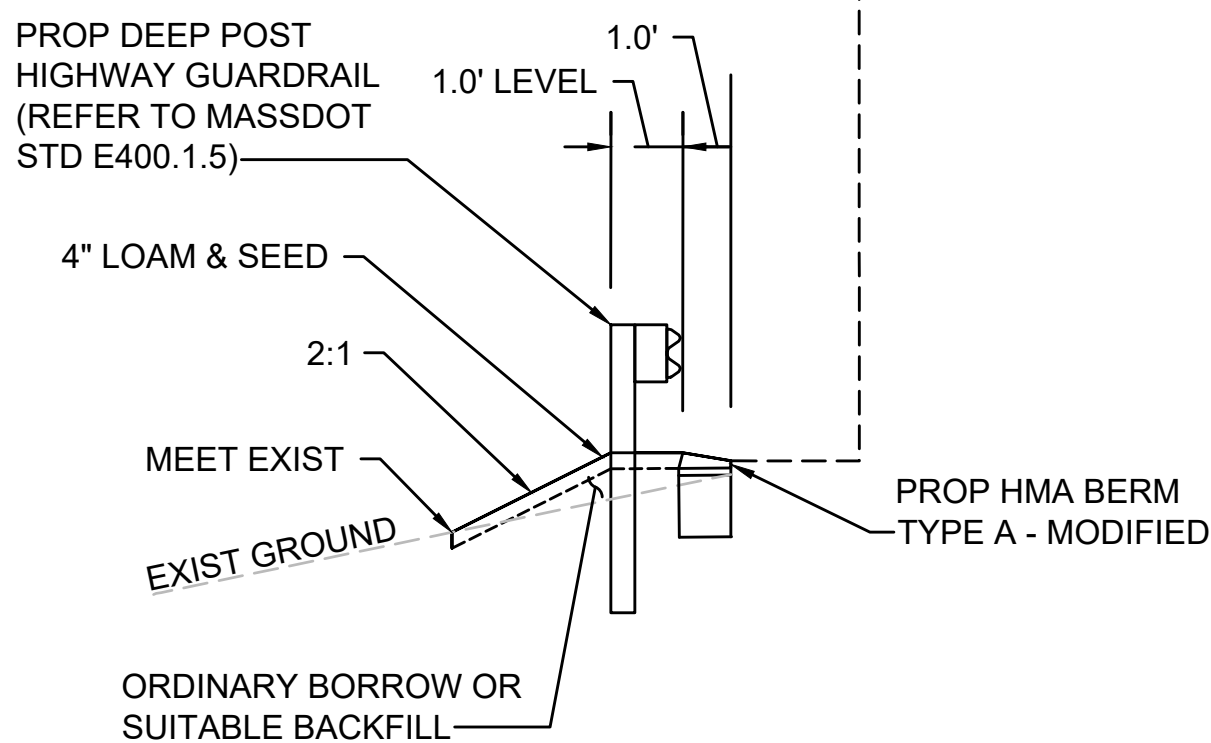


MAIN STREET

STA 12+15± TO 16+53±
NTS

*NO FULL DEPTH PVM'T WIDENING
STA 12+15 TO 12+40 RT

**MILL & OVERLAY PAVEMENT TRANSITION
STA 12+15 TO 12+25



MAIN STREET

STA 12+15± TO 13+75±
NTS

PAVEMENT NOTES

PROPOSED FULL DEPTH PAVEMENT

SURFACE:	1 ¾"	SUPERPAVE SURFACE COURSE - 12.5 (SSC - 12.5)
INTERMEDIATE:	1 ¾"	SUPERPAVE INTERMEDIATE COURSE - 12.5 (SIC - 12.5)
	3 ½"	SUPERPAVE INTERMEDIATE COURSE - 19.0 (SIC - 19.0)
SUBBASE:	4"	DENSE GRADED CRUSHED STONE FOR SUBBASE OVER RECLAIMED PAVEMENT BORROW OR GRAVEL BORROW (TYPE B)
	8"	
RECLAIM EXISTING PAVEMENT TO A DEPTH OF 16" ON MAIN ST AND 6" ON MONTELLO ST AND REMOVE EXCESS RECLAIMED MATERIAL. GRADE AND COMPACT TO PROPER LINES PRIOR TO PLACING CRUSHED STONE AND HMA COURSES.		

PROPOSED PAVEMENT MICROMILLING AND PAVEMENT OVERLAY

SURFACE:	1 ¾"	SUPERPAVE SURFACE COURSE - 12.5 (SSC - 12.5)
LEVELING:		SUPERPAVE INTERMEDIATE COURSE - 12.5 (SIC - 12.5)

PROPOSED FULL DEPTH PAVEMENT (LESS THAN 4 FEET WIDE)

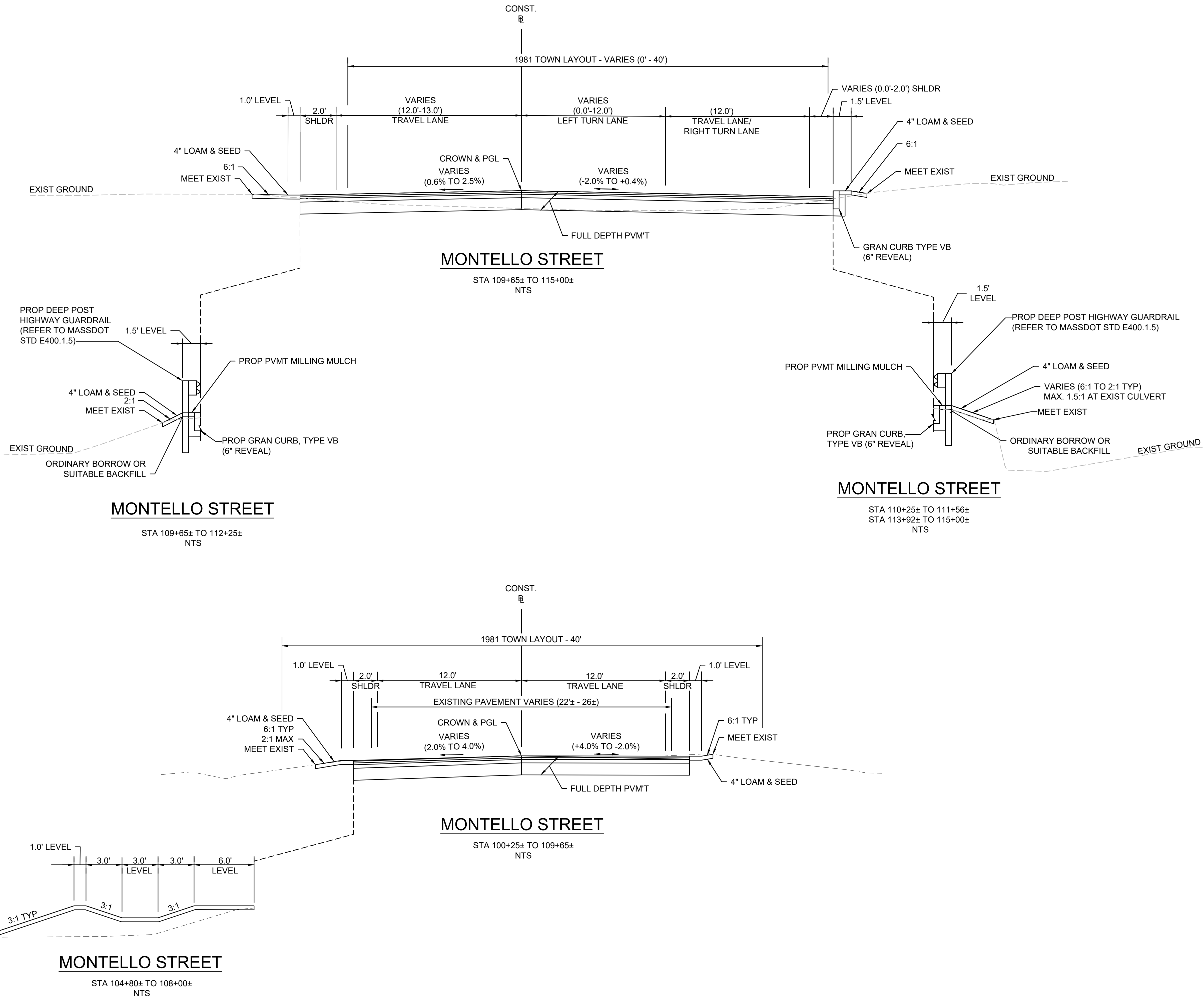
SURFACE:	1 ¾"	SUPERPAVE SURFACE COURSE - 12.5 (SSC - 12.5)
INTERMEDIATE:	1 ¾"	SUPERPAVE INTERMEDIATE COURSE - 12.5 (SIC - 12.5)
BASE:	6"	HIGH EARLY STRENGTH CEMENT CONCRETE BASE
SUBBASE:	8"	GRAVEL BORROW (TYPE B)

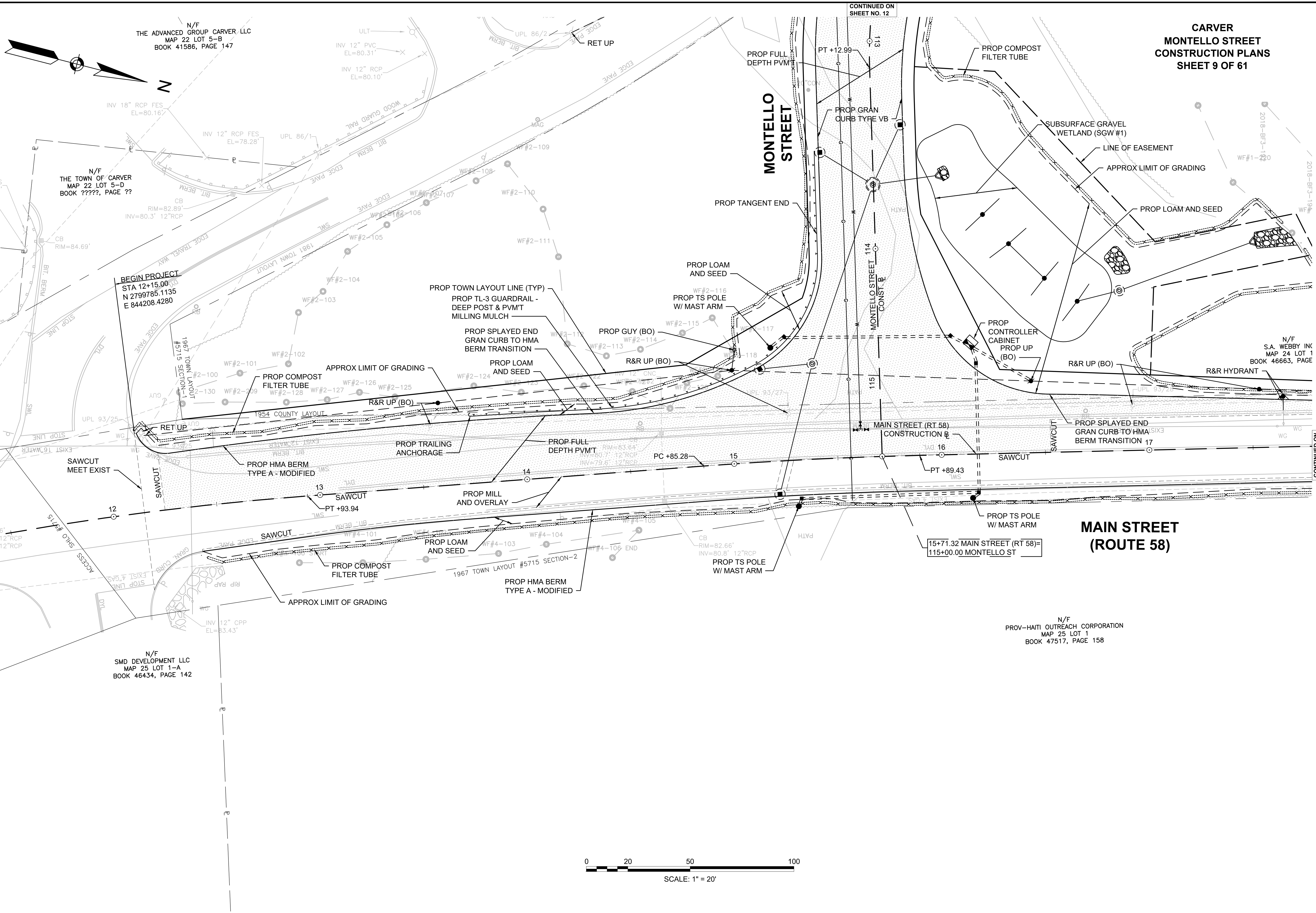
PROPOSED HOT MIX ASPHALT DRIVEWAY

SURFACE:	1 ½"	HOT MIX ASPHALT DRIVEWAY MIX OR
	1 ½"	SUPERPAVE SURFACE COURSE - 12.5 (SSC - 12.5)
INTERMEDIATE:	2 ½"	HOT MIX ASPHALT DRIVEWAY MIX OR
	2 ½"	SUPERPAVE INTERMEDIATE COURSE - 12.5 (SIC - 12.5)
SUBBASE:	8"	GRAVEL BORROW (TYPE B)

NOTES:

- ALL HOT MIX ASPHALT PAVEMENTS SHALL BE PRODUCED IN ACCORDANCE WITH SECTION 450 HOT MIX ASPHALT AND SECTION M3 ASPHALTIC MATERIALS OF THE STANDARD SPECIFICATIONS.
- ASPHALT EMULSION FOR TACK COAT (ITEM 452.) SHALL BE SPRAY APPLIED FOR DOUBLE OVERLAP COVERAGE AT 0.08 GAL/SY OVER MILLED SURFACES AND 0.07 GAL/SY OVER SMOOTH SURFACES.
- HMA JOINT SEALANT (ITEM 453.) SHALL BE APPLIED IN SURFACE COURSE AT ALL VERTICAL COLD JOINTS PRIOR TO HMA PAVING.

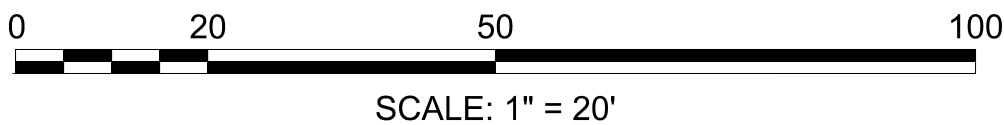




**CARVER
MONTELLO STREET
CONSTRUCTION PLANS
SHEET 9 OF 61**

**MAIN STREET
(ROUTE 58)**

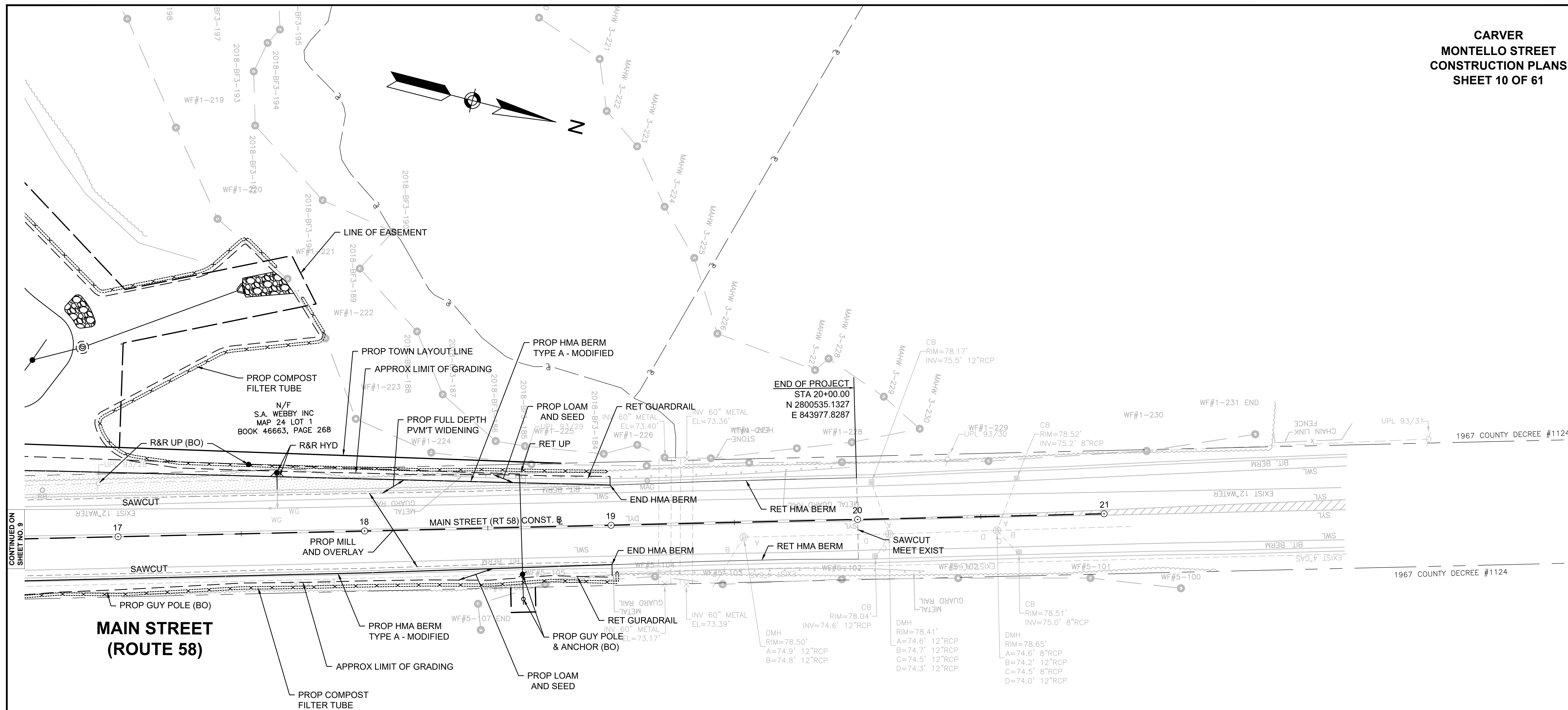
N/F
PROV-HAITI OUTREACH CORPORATION
MAP 25 LOT 1
BOOK 47517, PAGE 158



CONTINUED ON
SHEET NO. 10

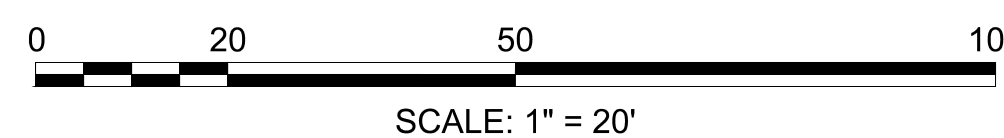
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SHEET NO. 12

CARVER
MONTELLO STREET
CONSTRUCTION PLANS
SHEET 10 OF 61

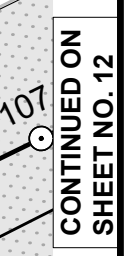


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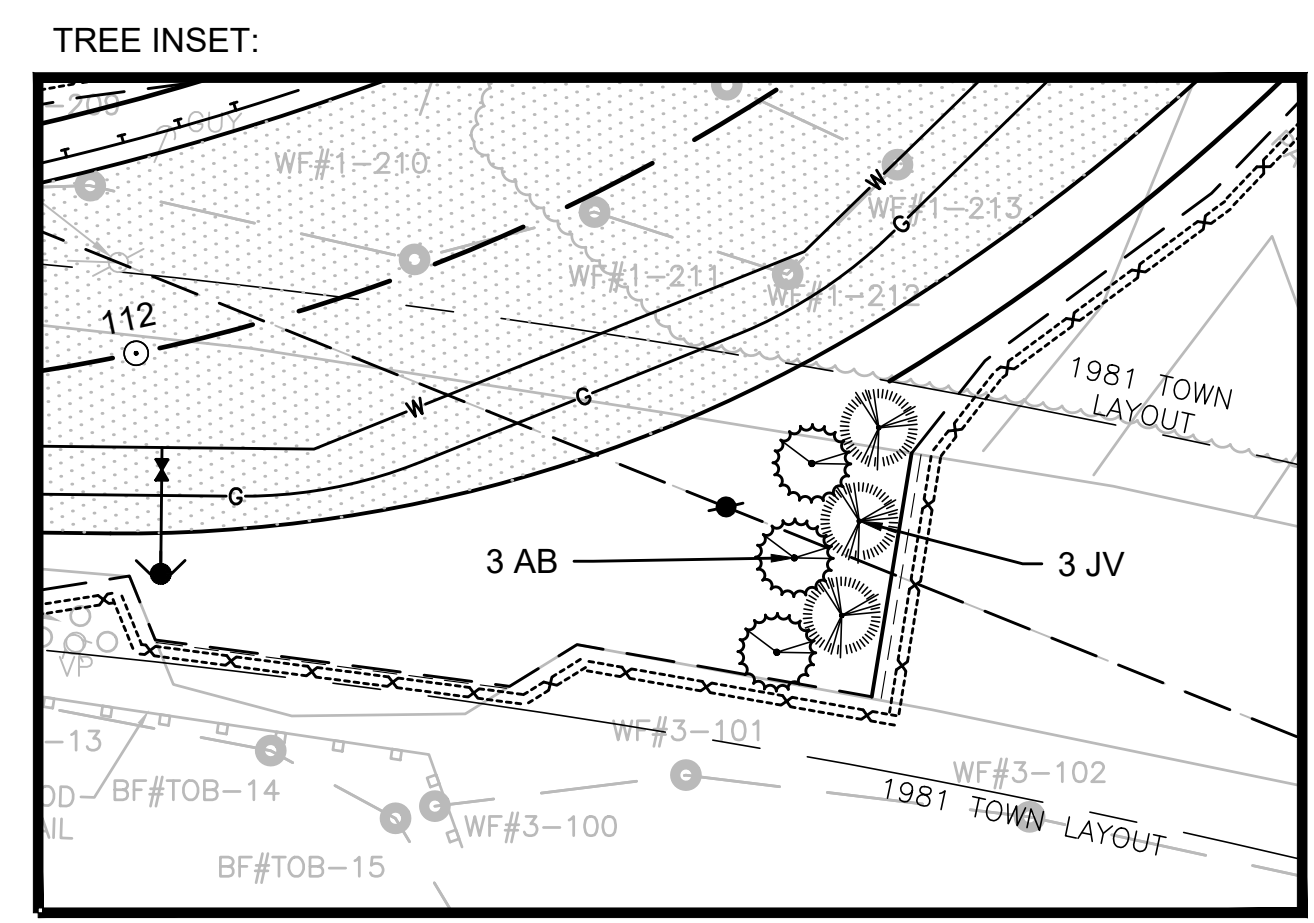
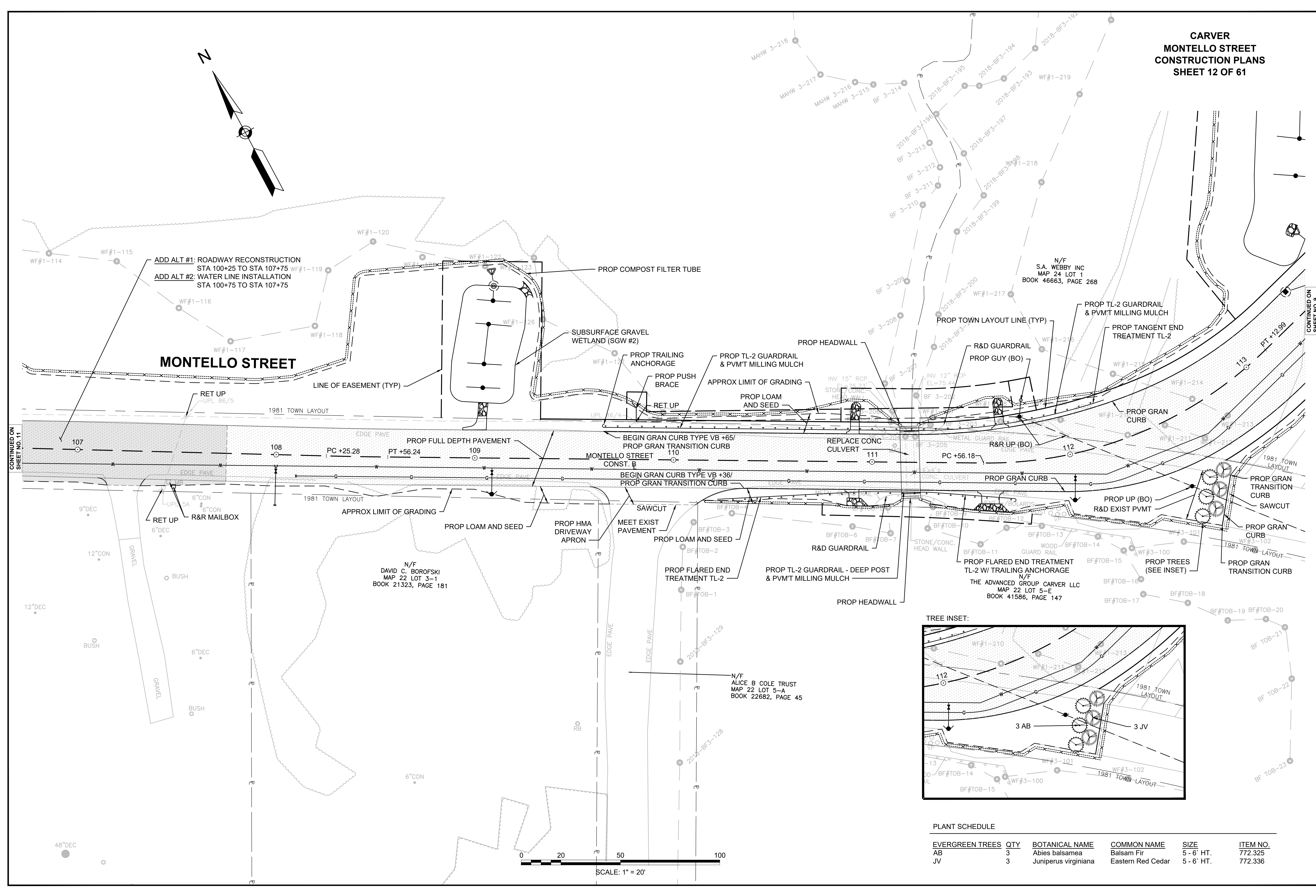
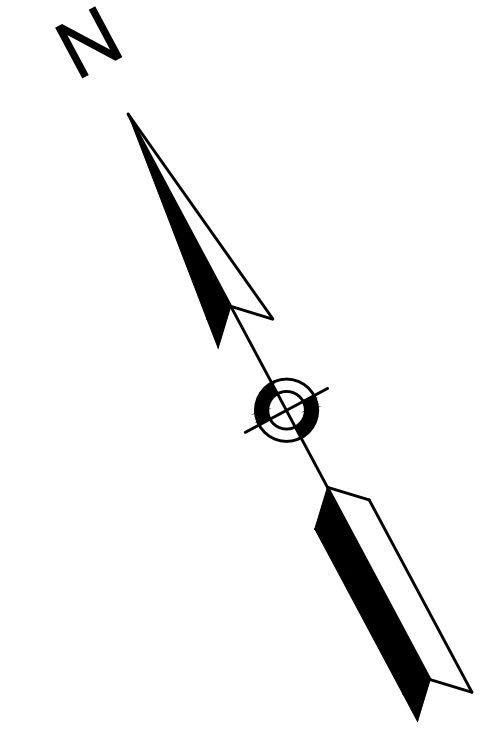
CH CORPORATION
LOT 1
PAGE 158



12681.06_HD(GEN).DWG Plotted on 10-Jul-2021 12:14 PM



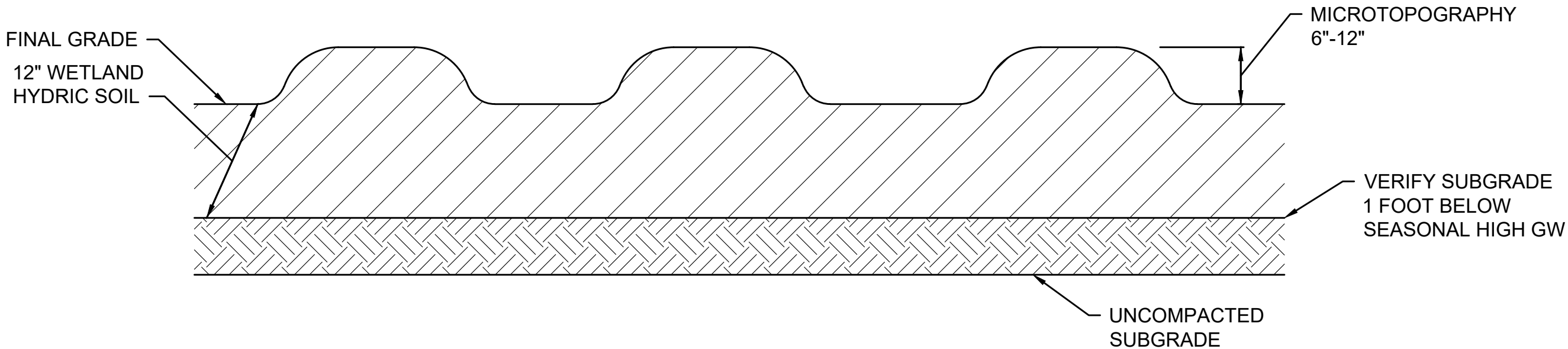
CARVER
MONTELLO STREET
CONSTRUCTION PLANS
SHEET 12 OF 61



PLANT SCHEDULE					
EVERGREEN TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ITEM NO.
AB	3	Abies balsamea	Balsam Fir	5 - 6' HT.	772.325
JV	3	Juniperus virginiana	Eastern Red Cedar	5 - 6' HT.	772.336

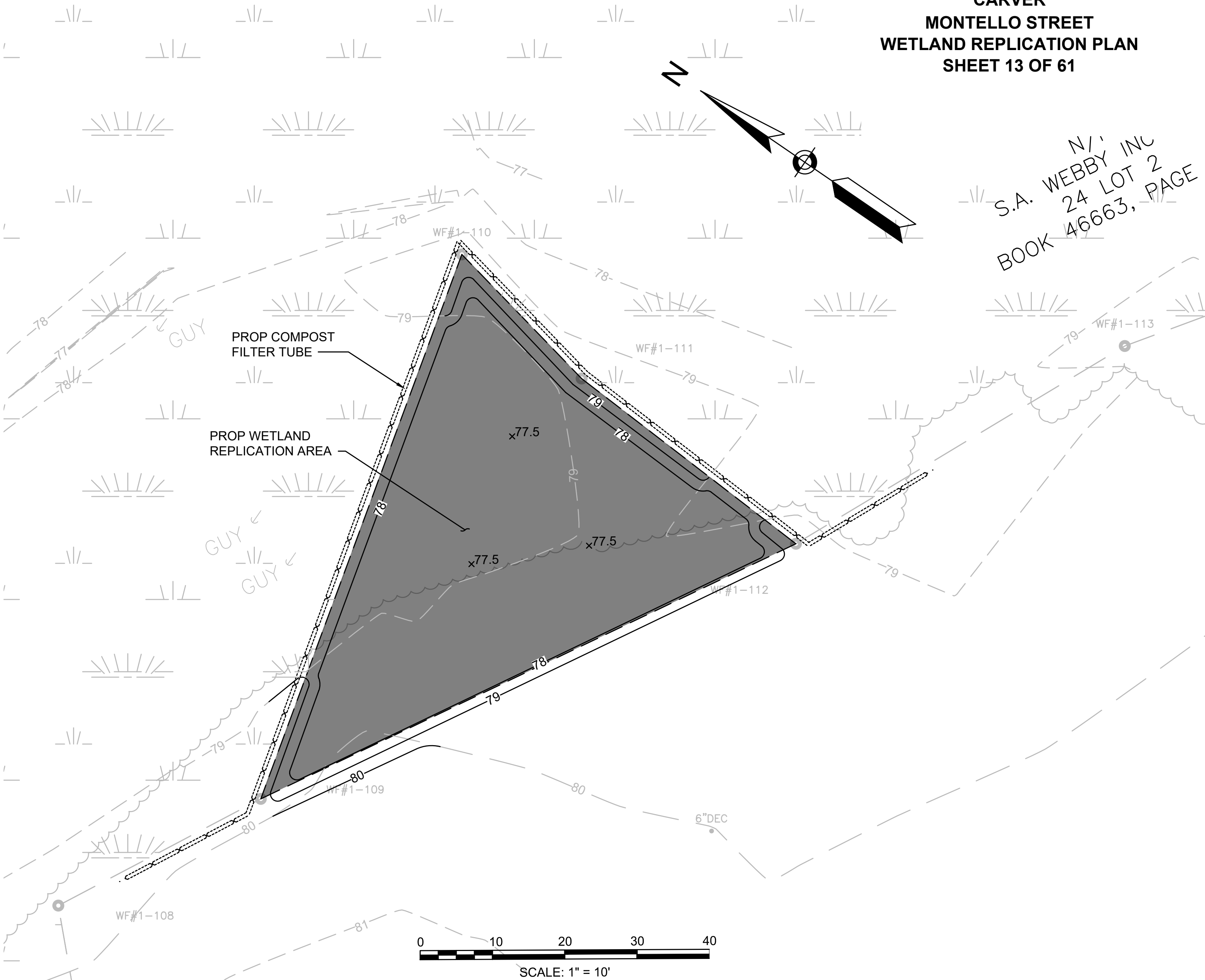
WETLAND REPLICATION AREA NOTES:

1. A SINGLE ROW OF STAKED COMPOST FILTER TUBES WILL BE INSTALLED ALONG THE BORDER OF THE WETLAND REPLACEMENT AREA. FILTER TUBES SHALL BE TIGHTLY BUTTED TO THE ADJACENT TUBES. TWO 1- INCH BY 1- INCH BY 3 - FOOT STAKES SHALL BE SPACED EVENLY AGAINST THE TUBE AND DRIVEN SOLIDLY INTO THE UNDERLYING MATERIAL TO HOLD THE TUBES IN POSITION. THIS SHALL SERVE AS THE LIMIT OF WORK LINE.
2. THE REPLACEMENT AREA SHALL BE EXCAVATED TO A MINIMUM DEPTH OF 12 INCHES BELOW THE FINISHED GRADE SHOWN ON THE PLAN. A BARRIER OF COMPOST FILTER TUBES AS SHOWN ON THE DRAWINGS SHALL SEPARATE ANY WETLAND RESOURCE AREA ADJACENT TO THE REPLACEMENT AREA FROM THE REPLACEMENT AREA. THE SUB-GRADE SHALL BE INSPECTED BY A WETLAND SCIENTIST TO VERIFY THAT THE ELEVATION IS ACCEPTABLE IN RELATION TO THE SEASONAL HIGH WATER MARK.
3. ALL SOIL WITHIN THE TOP 12 INCHES OF THE PROPOSED REPLACEMENT AREA SURFACE SHALL BE INSPECTED FOR RUBBLE, COBBLES, ROCK OR OTHER UNSUITABLE MATERIAL; IF UNSUITABLE MATERIAL IS FOUND, IT SHALL BE REMOVED FROM THE SITE AND DISPOSED OF PROPERLY. IF THE SOIL IS BEYOND USABLE QUALITY AS DETERMINED BY THE WETLAND SCIENTIST, IT SHALL BE DISPOSED OF PROPERLY.
4. ALL TREES, STUMPS, BRUSH, AND OTHER VEGETATION SHALL BE REMOVED FROM THE REPLACEMENT AREA THAT WILL BE AFFECTED BY THE PROJECT. THESE ARE NOT TO BE STOCKPILED IN THE RESOURCE AREAS OR BUFFER ZONE WHILE AWAITING DISPOSAL.
5. ALL SCRAPPED SOILS AND OTHER MATERIALS MUST BE STOCKPILED OUTSIDE THE REPLACEMENT AREA. THE WETLAND SCIENTIST WILL OBSERVE GRADING AND ADJUST THE INITIAL GRADING AS NEEDED TO ENSURE THE FINAL GRADE WILL BE AT OR JUST ABOVE THE HIGH GROUNDWATER ELEVATION. FIELD ADJUSTMENTS MAY INCLUDE MORE OR LESS EXCAVATION TO TARGET THE FINAL GRADE ELEVATION, WITH ONE- FOOT OF TOPSOIL, AT HIGH GROUNDWATER.
6. THE REPLACEMENT AREA SHALL BE BACKFILLED WITH THE HYDRIC (WETLAND) SOILS TO A MINIMUM DEPTH OF 12 INCHES. THE ADDED SOILS USED SHALL BE GRADED TO BE AT A GRADE COMPATIBLE WITH THE ADJACENT WETLAND. ANY EXCAVATED HYDRIC SOILS FROM THE WETLAND IMPACT AREAS TO BE USED IN THE WETLAND REPLACEMENT AREA SHALL BE EXAMINED BY THE WETLAND SCIENTIST TO VERIFY THAT THEY DO NOT CONTAIN SEED OR RHIZOMES OF INVASIVE PLANT SPECIES. IF UNDESIRABLE PLANT MATERIAL IS PRESENT OR IF THE WETLAND SCIENTIST DETERMINES THAT THE SOILS CONTAIN THE SEEDS OF INVASIVE SPECIES, THE SOILS WILL BE REMOVED FROM THE SITE AND NOT USED IN THE WETLAND REPLACEMENT AREA. IF THERE IS NOT SUFFICIENT USABLE HYDRIC SOIL FROM THE PROPOSED WETLAND FILL AREAS TO PROVIDE 12 INCHES OF BACK FILL IN THE WETLAND REPLACEMENT AREA, AN ALTERNATIVE SOIL MIXTURE MAY BE USED. SOILS SHALL HAVE AT LEAST A 12 PERCENT CARBON CONTENT BY WEIGHT AND BE SPREAD EVENLY. PEAT MOSS OF ANY TYPE SHALL NOT BE USED AS THE SOURCE OF ORGANIC MATTER.
7. THE WETLAND SOILS SHALL BE DEPOSITED IN THE REPLACEMENT AREA IN A MANNER MINIMIZING TRAVEL AND SUBSEQUENT COMPACTION OF THE UNDERLYING MATERIAL AND REPLACEMENT WETLAND SOILS.
8. PRIOR TO PLANTING, COARSE WOOD DEBRIS OF DEAD AND DECAYING LOGS, BRANCHES STUMPS SHALL BE SPREAD AROUND THE REPLACEMENT WETLAND AND SHALL COVER AT LEAST 4 PERCENT OF THE GROUND SURFACE.
9. ALL PLANTING WILL BE PERFORMED IN THE SPRING (4-15 TO 6-15) OR FALL (9-1 T 10-15).
- 10.ALL PLANT MATERIAL SHALL BE HEALTHY, FREE OF DISEASE AND PESTS AND CONTAIN A WELL-DEVELOPED ROOT SYSTEM.
- 11.TREES AND SHRUBS TO BE RANDOMLY PLACED WITHIN THEIR RESPECTIVE PLANTING AREA, WITH WETLAND REPLACEMENT AT 8 FEET ON CENTER OR LESS.
- 12.ONCE ALL TREES AND SHRUBS HAVE BEEN PLANTED, THE WET LAND TREE AND SHRUB AREA WILL BE SEEDED WITH A HERBACEOUS NATIVE NEW ENGLAND WETLAND SEED MIX THE REPLACEMENT AREA SHALL BE SEEDED AT THE RATE OF 1 LB OF SEED MIXTURE PER 5,000 SQUARE FEET. HYDROSEEDING MAY BE USED.
13. AN HERBACEOUS EROSION CONTROL / RESTORATION SEED MIXTURE SHALL BE INCORPORATED IN TO THE APPLICATION AT AN APPLICATION RATE OF 35 LBS OF SEED MIXTURE PER ACRE. EROSION AND SEDIMENTATION CONTROLS WILL REMAIN IN PLACE UNTIL ALL AREAS ARE STABILIZED.
14. UPON COMPLETION OF THE REPLACEMENT AREA, A STAKED COMPOST FILTER TUBE BARRIER SHALL BE PLACED AROUND THE ENTIRE PERIMETER TO PROTECT IT DURING THE REST OF THE CONSTRUCTION.
15. THE FINAL GRADING OF THE WETLAND SOILS SHALL RESULT IN NO BREAKS IN ELEVATION UPON REMOVAL OF SEDIMENTATION BARRIERS.
16. THE SEDIMENTATION BARRIERS SHALL BE REMOVED AT THE COMPLETION OF ALL CONSTRUCTION FOR THE PROJECT. THE GROUND UNDER THE SEDIMENTATION BARRIERS SHALL BE RE-SEEDED WHEN THE BARRIERS ARE REMOVED.



WETLAND REPLICATION AREA

SCALE: N.T.S.



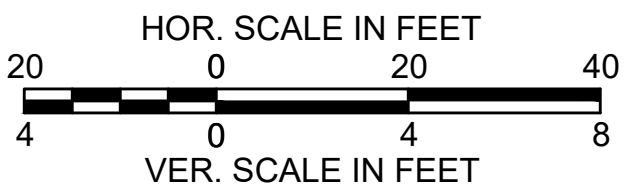
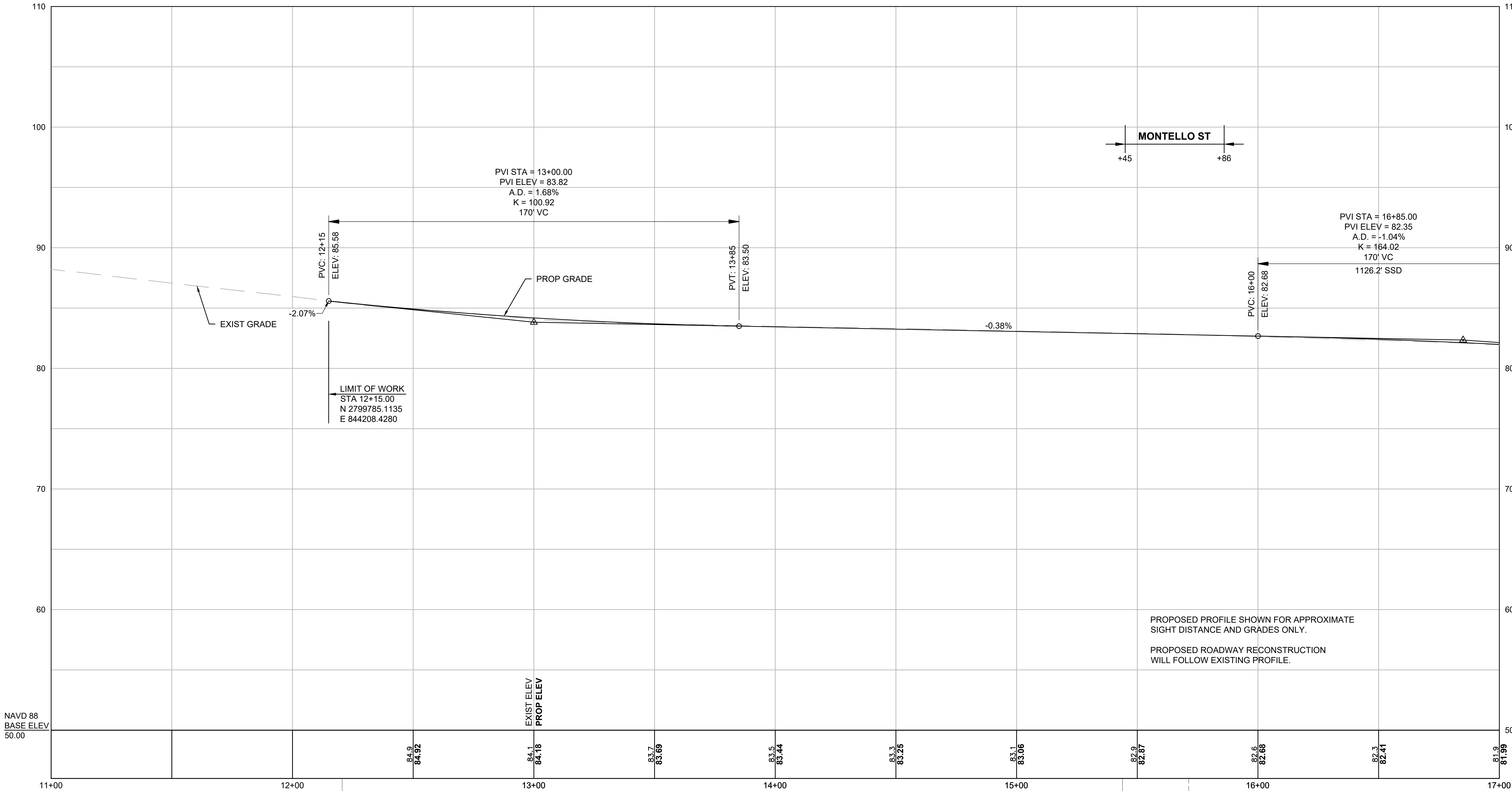
Montello Street Wetland Mitigation Area
Planting Schedule (2,200 square feet)

Common Name	Scientific Name	Number	Size
Trees			
Red Maple	<i>Acer rubrum</i>	10	2-3 feet
Green Ash	<i>Fraxinus pennsylvanica</i>	10	2-3 feet
Shrubs			
Highbush Blueberry	<i>Vaccinium corymbosum</i>	10	18-24 inches
Silky Dogwood	<i>Cornus amomum</i>	10	18-24 inches
Northern Arrow-wood	<i>Viburnum recognatum</i>	10	18-24 inches
Pussy Willow	<i>Salix discolor</i>	10	18-24 inches
		60	



MAIN STREET (RT 58)

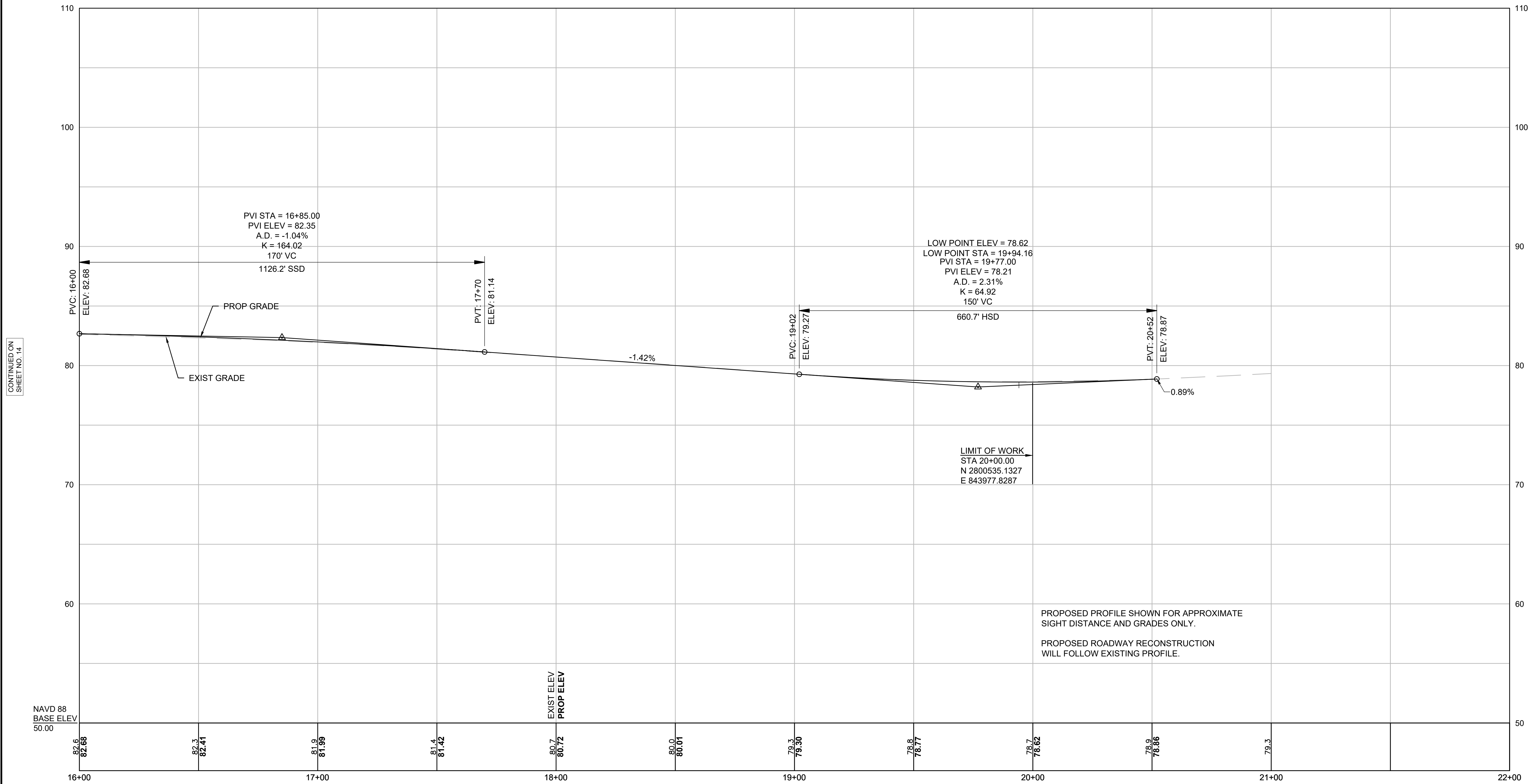
CARVER
MONTELLO STREET
PROFILES
SHEET 14 OF 61



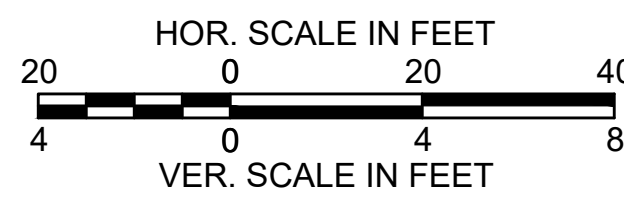
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SHEET NO. 15

MAIN STREET (RT 58)

CARVER
MONTELLO STREET
PROFILES
SHEET 15 OF 61

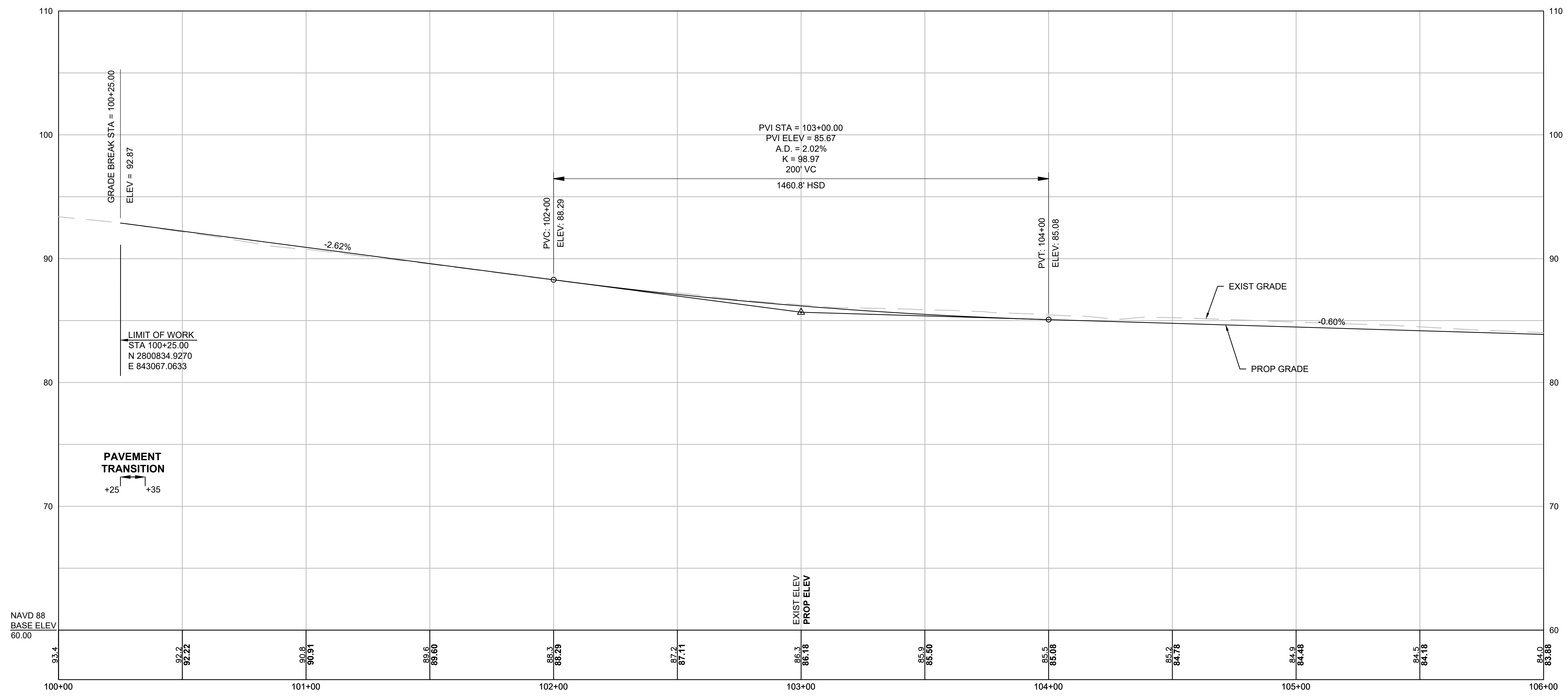


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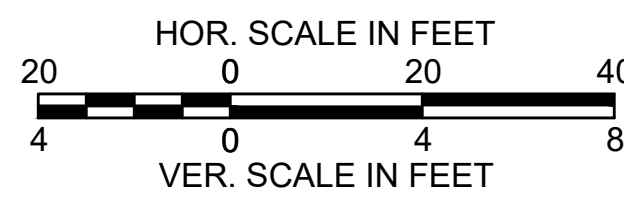


MONTELLO ST

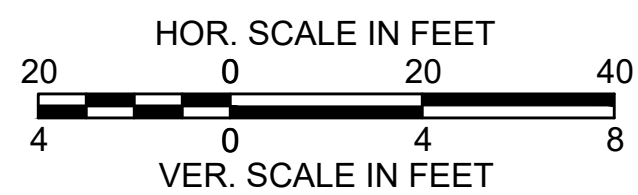
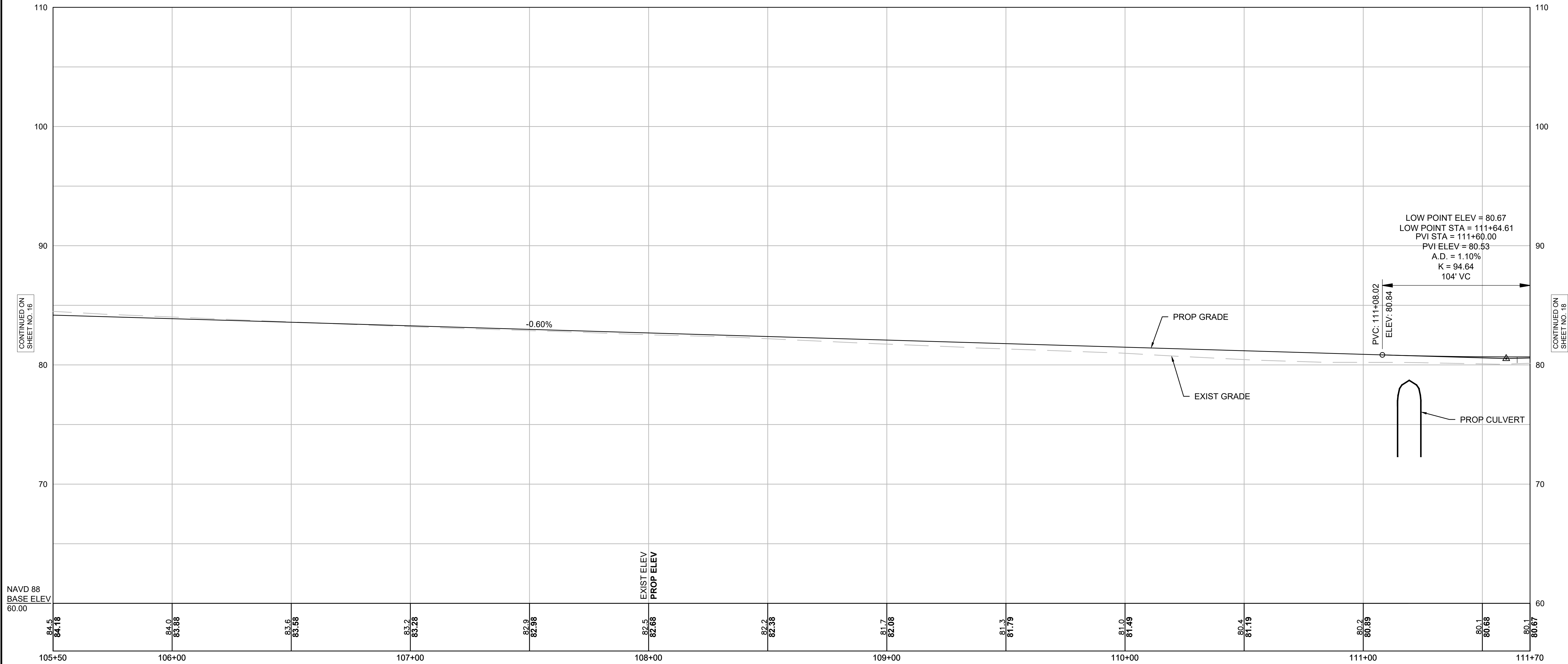
CARVER
MONTELLO STREET
PROFILES
SHEET 16 OF 61



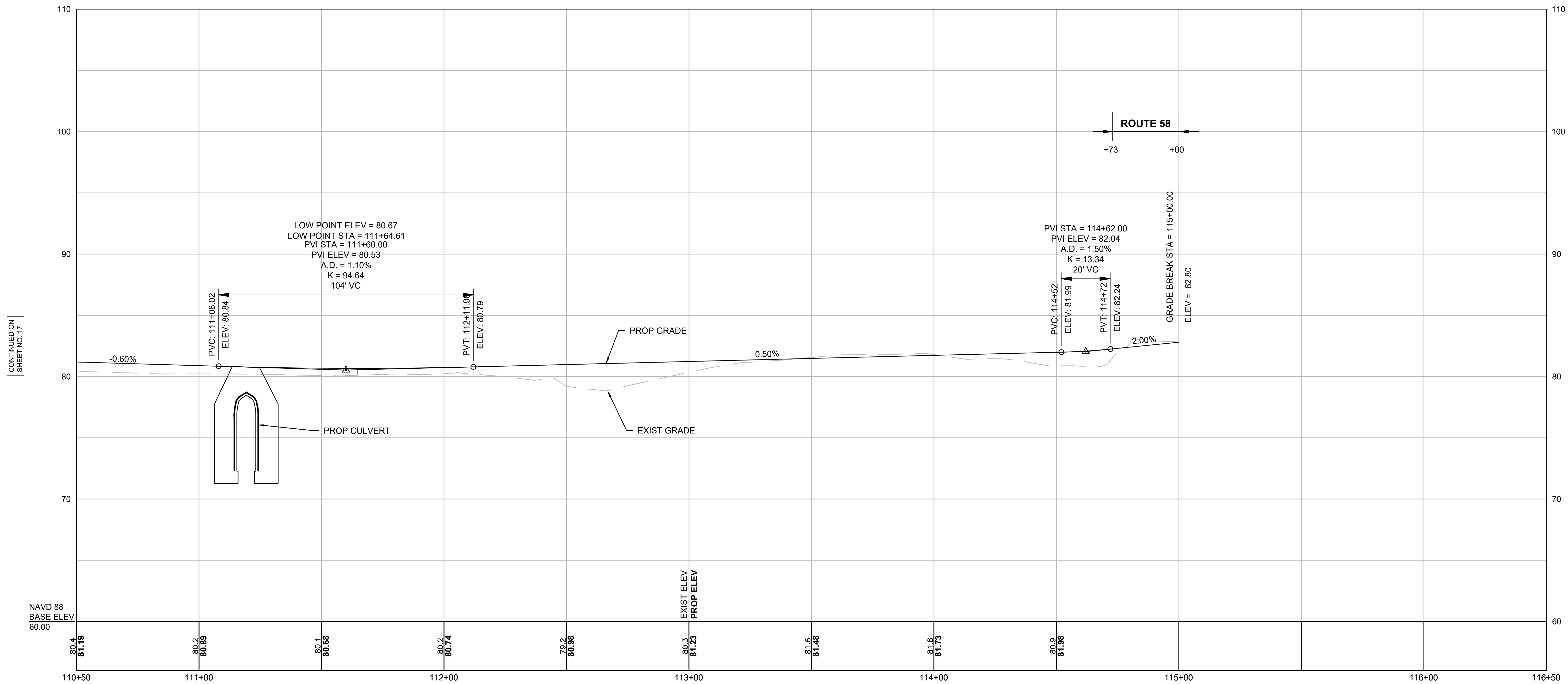
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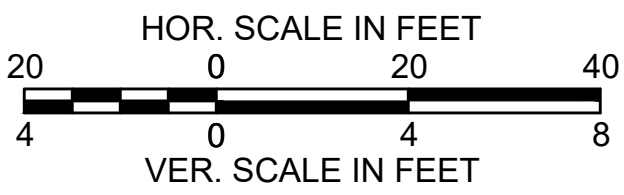
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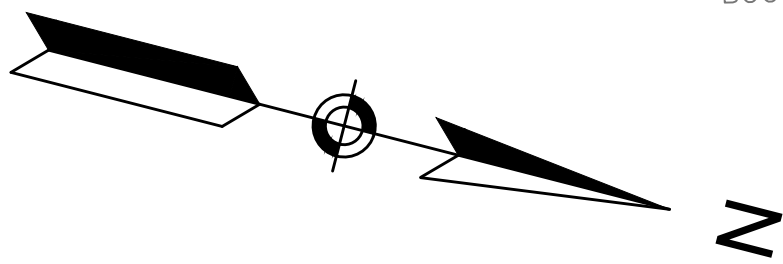


MONTELLO ST



STA 15+71.32 MAIN ST B =
STA 107+35.37 MONTELLO ST B





N/F
THE ADVANCED GROUP CARVER, LLC
MAP 22 LOT 5-B
BOOK 41586, PAGE 147

N/F
THE TOWN OF CARVER
MAP 22 LOT 5-D
BOOK ????, PAGE ??

BEGIN PROJECT
STA 12+15.00
N 2799785.1135
E 844208.4280

MEET EXIST
+16±, 38± LT

PCC+30.48,
26.91' LT

PT +93.94

MEET EXIST
+41±, 22± RT

PC+99.21,
19.18' RT

PCC+34.45,
29.24' LT

PT+68.37,
17.00' RT

MONTELLO STREET

CONTINUED ON
SHEET NO. 22

PT+12.99,
26.00' RT

PT+27.96,
15.00' LT

PC+60.05,
15.00' LT

PC+02.09,
26.00' RT

PCC+97.95,
67.73' LT

PCC+13.66,
45.20' LT

PT +89.43,
17.00' RT

PT+89.43,
17.00' RT

MAIN STREET
(ROUTE 58)

15+71.32 MAIN STREET (RT 58)=
115+00.00 MONTELLO ST

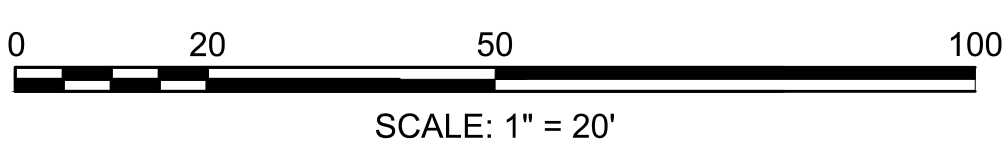
CARVER
MONTELLO STREET
ALIGNMENT & GRADING PLANS
SHEET 19 OF 61

N/F
S.A. WEBBY INC
MAP 24 LOT 1
BOOK 46663, PAGE

N/F
PROV-HAITI OUTREACH CORPORATION
MAP 25 LOT 1
BOOK 47517, PAGE 158

Curve Table				
Curve #	Radius	Length	Tangent	Delta
C5	200.00	80.47	40.79	23°03'14"
C6	220.00	73.75	37.22	19°12'27"
C7	60.00	71.72	40.84	68°29'15"
C8	2029.00	22.08	11.04	0°37'25"
C11	226.00	48.46	24.32	12°17'08"
C12	60.00	66.18	36.91	63°12'03"
C13	180.00	82.10	41.78	26°08'03"
C14	2000.00	205.21	102.69	5°52'43"
C15	15.00	20.24	11.99	77°17'34"
C16	1100.00	69.20	34.61	3°36'17"
C17	1983.00	103.27	51.64	2°59'01"

SURVEY TRAVERSE TABLE				
POINT #	NORTHING	EASTING	ELEVATION	RAW DESCRIPTION
4	2799696.459	844172.346	87.085	MTRV MSTN
5	2800114.267	844114.752	82.610	MTRV MMAG
20	2799968.892	844041.358	80.810	MTRV MSTN

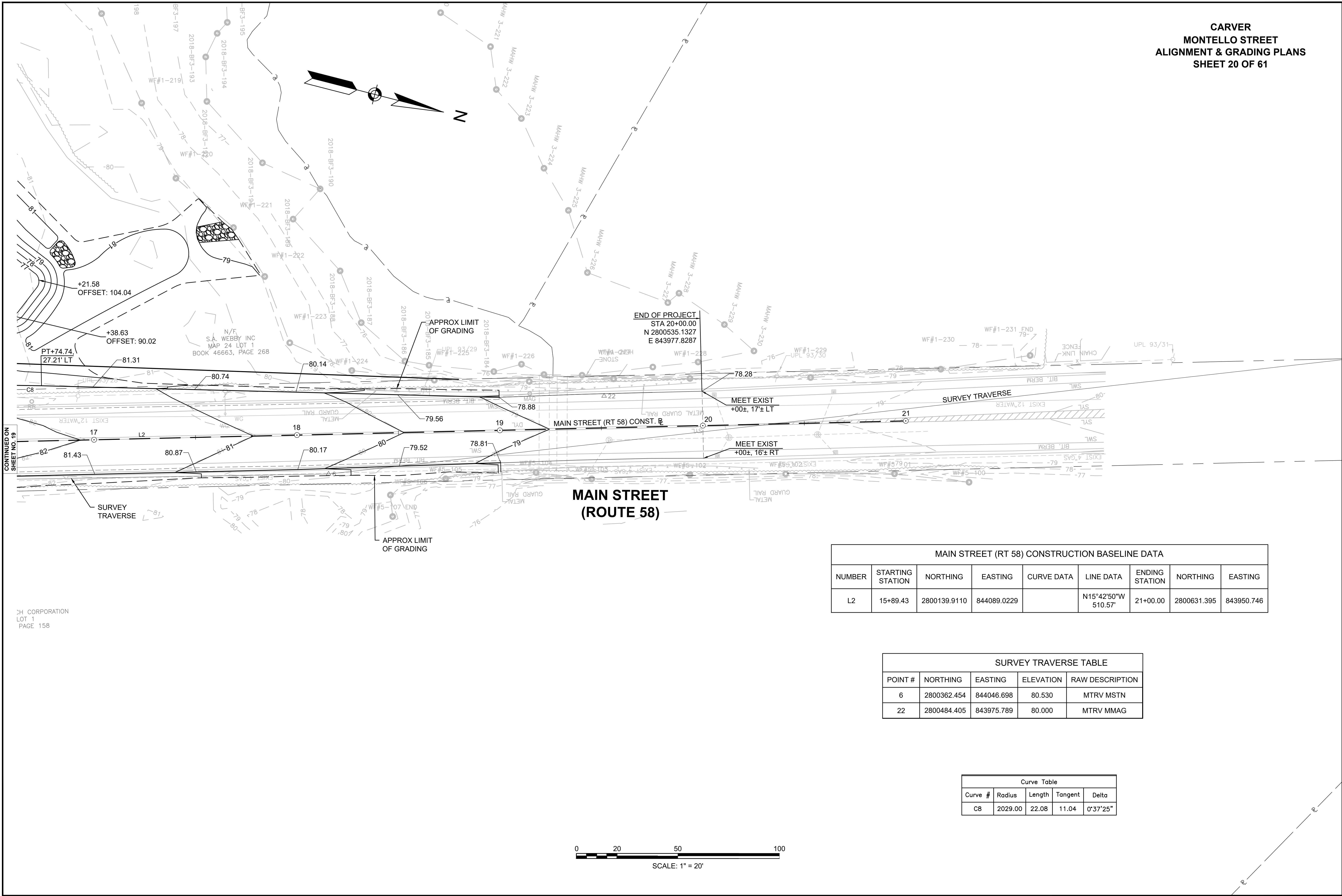


MAIN STREET (RT 58) CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
C100	10+96.57	2799676.9317	844256.5364	R=1500.00' Δ=7°32'20" L=197.37' T=98.83'		12+93.94	2799859.190	844181.165
L1	12+93.94	2799859.1903	844181.1654		N18°41'51"W 191.34'	14+85.28	2800040.432	844119.828
C101	14+85.28	2800040.4318	844119.8275	R=2000.00' Δ=2°59'01" L=104.15' T=52.09'		15+89.43	2800139.911	844089.023
L2	15+89.43	2800139.9110	844089.0229		N15°42'50"W 510.57'	21+00.00	2800631.395	843950.746
MONTELLO ST CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
C105	111+56.18	2800086.7761	843762.5324	R=200.00' Δ=44°55'21" L=156.81' T=82.68'		113+12.99	2800070.205	843914.455
L6	113+12.99	2800070.2047	843914.4550		N73°45'50"E 187.01'	115+00.00	2800122.493	844094.009

CONTINUED ON
SHEET NO. 20

12081.06_HD(ALIGN).DWG Plotted on 10-Jul-2021 12:27 PM

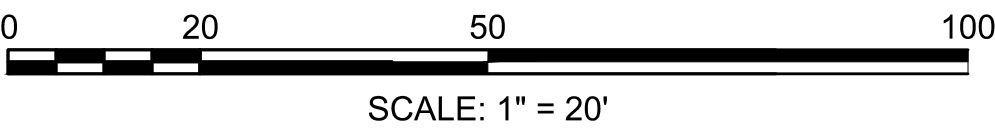
CARVER
MONTELLO STREET
ALIGNMENT & GRADING PLANS
SHEET 20 OF 61



MAIN STREET (RT 58) CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L2	15+89.43	2800139.9110	844089.0229		N15°42'50"W 510.57'	21+00.00	2800631.395	843950.746

SURVEY TRAVERSE TABLE				
POINT #	NORTHING	EASTING	ELEVATION	RAW DESCRIPTION
6	2800362.454	844046.698	80.530	MTRV MSTN
22	2800484.405	843975.789	80.000	MTRV MMAG

Curve Table				
Curve #	Radius	Length	Tangent	Delta
C8	2029.00	22.08	11.04	0°37'25"

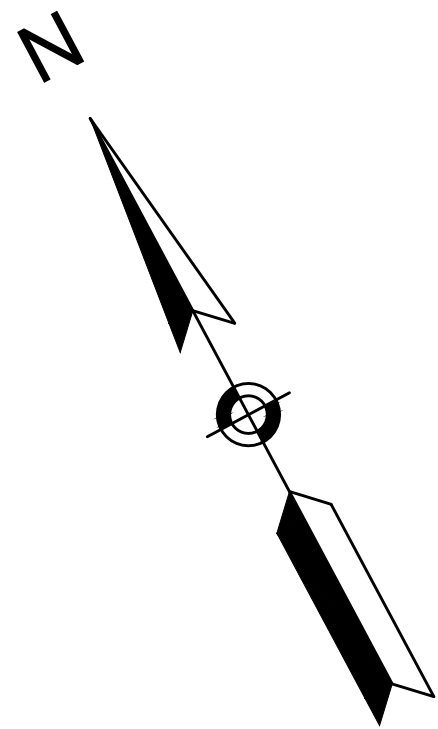


CARVER
MONTELLO STREET
ALIGNMENT & GRADING PLANS
SHEET 21 OF 61

Curve Table				
Curve #	Radius	Length	Tangent	Delta
C20	30.00	43.05	26.18	82°13'08"
C21	30.00	27.73	14.94	52°57'05"
C22	40.00	21.16	10.83	30°18'39"
C23	35.00	15.92	8.10	26°03'30"
C24	5.00	6.84	4.07	78°19'37"
C25	30.00	12.16	6.17	23°13'57"

SURVEY TRAVERSE TABLE				
POINT #	NORTHING	EASTING	ELEVATION	RAW DESCRIPTION
1	2800484.298	843088.581	85.910	MTRV MMAG
9	2800884.243	843055.749	93.700	MTRV MMAG
10	2800455.226	843098.217	85.850	MTRV MMAG
24	2800808.207	843132.196	90.040	MTRV MMAG
25	2800607.822	843083.534	86.970	MTRV MSTN
26	2800360.134	843293.367	83.780	MTRV MMAG
27	2800398.201	843066.497	88.230	MTRV MMAG

MONTELLO ST CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L3	100+00.00	2800859.7962	843067.0922		S0°04'00"W 187.14'	101+87.14	2800672.660	843066.875
C102	101+87.14	2800672.6604	843066.8746	R=850.00' Δ=7°20'10" L=108.83' T=54.49'		102+95.97	2800564.116	843073.706
C103	102+95.97	2800564.1162	843073.7063	R=200.00' Δ=53°09'26" L=165.55' T=100.06'		104+81.52	2800415.479	843173.391
L4	104+81.52	2800415.4786	843173.3912		S60°25'36"E 343.75'	108+25.28	2800245.823	843472.362



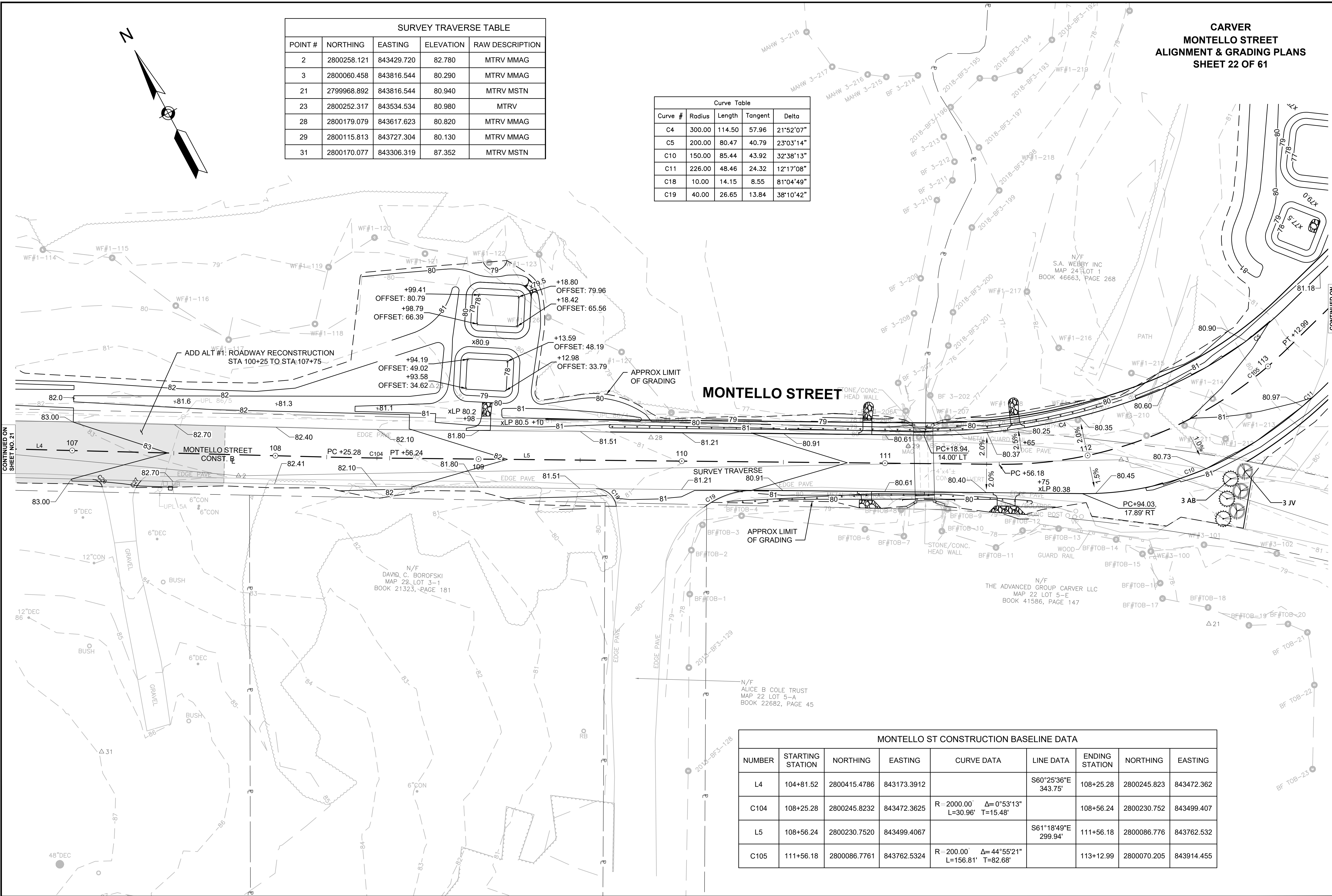
SURVEY TRAVERSE TABLE				
POINT #	NORTHING	EASTING	ELEVATION	RAW DESCRIPTION
2	2800258.121	843429.720	82.780	MTRV MMAG
3	2800060.458	843816.544	80.290	MTRV MMAG
21	2799968.892	843816.544	80.940	MTRV MSTN
23	2800252.317	843534.534	80.980	MTRV
28	2800179.079	843617.623	80.820	MTRV MMAG
29	2800115.813	843727.304	80.130	MTRV MMAG
31	2800170.077	843306.319	87.352	MTRV MSTN

Curve Table				
Curve #	Radius	Length	Tangent	Delta
C4	300.00	114.50	57.96	21°52'07"
C5	200.00	80.47	40.79	23°03'14"
C10	150.00	85.44	43.92	32°38'13"
C11	226.00	48.46	24.32	12°17'08"
C18	10.00	14.15	8.55	81°04'49"
C19	40.00	26.65	13.84	38°10'42"

CARVER
MONTELLO STREET
ALIGNMENT & GRADING PLANS
SHEET 22 OF 61

CONTINUED ON
SHEET NO. 21

CONTINUED ON
SHEET NO. 19

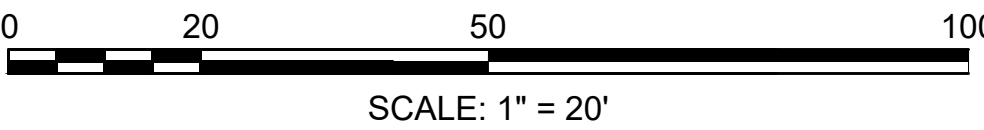


MONTELLO ST CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L4	104+81.52	2800415.4786	843173.3912		S60°25'36"E 343.75'	108+25.28	2800245.823	843472.362
C104	108+25.28	2800245.8232	843472.3625	R=2000.00' Δ=0°53'13" L=30.96' T=15.48'		108+56.24	2800230.752	843499.407
L5	108+56.24	2800230.7520	843499.4067		S61°18'49"E 299.94'	111+56.18	2800086.776	843762.532
C105	111+56.18	2800086.7761	843762.5324	R=200.00' Δ=44°55'21" L=156.81' T=82.68'		113+12.99	2800070.205	843914.455

CARVER
MONTELLO STREET
TRAFFIC PLANS
SHEET 23 OF 61

CONSTRUCTION NOTES

1. SEE SHEET 24 FOR TRAFFIC SIGNAL DATA.
2. PULL BOXES SHALL BE ADJACENT TO CURB.
3. ALL PAVEMENT MARKINGS SHALL BE REFLECTORIZED THERMOPLASTIC.
4. WHERE EXISTING PAVEMENT MARKINGS ARE DIFFERENT THAN PROPOSED MARKINGS SHOWN, REMOVE BY AN APPROVED METHOD.
5. TRAFFIC SIGNAL FOUNDATIONS TO BE LOCATED BY STATION AND OFFSET.
6. THE TOP OF ALL MAST ARM FOUNDATIONS IN GRASSY AREAS SHALL BE LOCATED 3"± ABOVE FINISHED GRADE.
7. ALL EXISTING SIGNS WITHIN THE PROJECT LIMITS SHALL BE REMOVED AND STACKED UNLESS OTHERWISE NOTED.



N/F
PROV-HAITI OUTREACH CORPORATION
MAP 25 LOT 1
BOOK 47517, PAGE 158

N/F
SMD DEVELOPMENT LLC
MAP 25 LOT 1-A
BOOK 46434, PAGE 142

PROP RADAR
DETECTION ZONE (TYP)

MAIN STREET
ROUTE 58)

MAIN STREET
CONSTRUCTION BASELINE

PROP VIDEO
DETECTION ZONE (TYP)

15+71.32 MAIN STREET (RT 58)=
115+00.00 MONTELLO ST

PROP TS POLE
W/30' MAST ARM
STA 16+15, 21' RT

PROP TS POLE
W/35' MAST ARM
STA 15+30, 22' RT
MA-D3-2

PROP TS POLE
W/35' MAST ARM
STA 15+21, 55' LT
MA-D3-1

PROP TS 2 TYPE 1
TS CONTROLLER
W/TYPE 6 CABINET & FOUNDATION
W/CONCRETE PAD
STA 16+14, 53' LT

PROP POWER SOURCE

PROP SERVICE CONNECTION

12" SYCHL
(SEE DETAIL)

BEGIN PROJECT
STA 12+15.00
N 2799785.1189
E 844208.4280

12" SYCHL
(SEE DETAIL)

W14-1a(L)

W14-1a(L)

N/F
THE TOWN OF CARVER
MAP 22 LOT 5-D
BOOK ????, PAGE ??

N/F
THE ADVANCED GROUP CARVER, LLC
MAP 22 LOT 5-B
BOOK 41586, PAGE 147

CONTINUED ON
SHEET NO. 26

**CARVER
MONTELLO STREET
TRAFFIC PLANS
SHEET 24 OF 61**

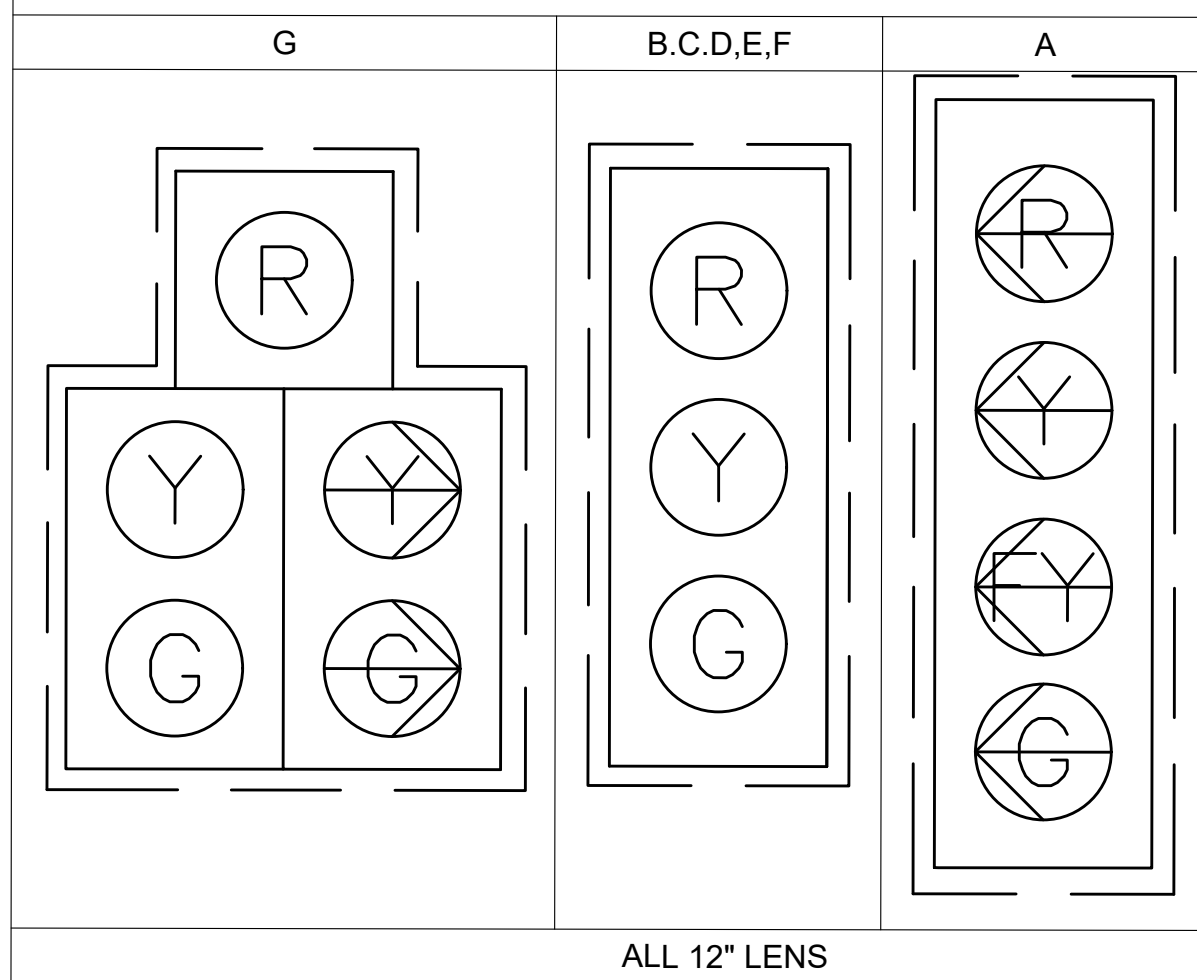
SEQUENCE AND TIMING FOR FULLY ACTUATED CONTROL (ISOLATED)

[illegible]

NOTES:

1. AUTOMATIC FLASHING OPERATION PER 2009 M.U.T.C.D., AS AMENDED.
2. OL = OVERLAP
3. PERM = PERMISSIVE
4. Ø4 & Ø8 DUAL ENTRY
5. MAXIMUM 1 = NORMAL OPERATION
6. MAXIMUM 2 = NOT USED
7. STOP AND GO OPERATION FOR 24 HOURS PER DAY. FLASHING OPERATION FOR EMERGENCY ONLY.

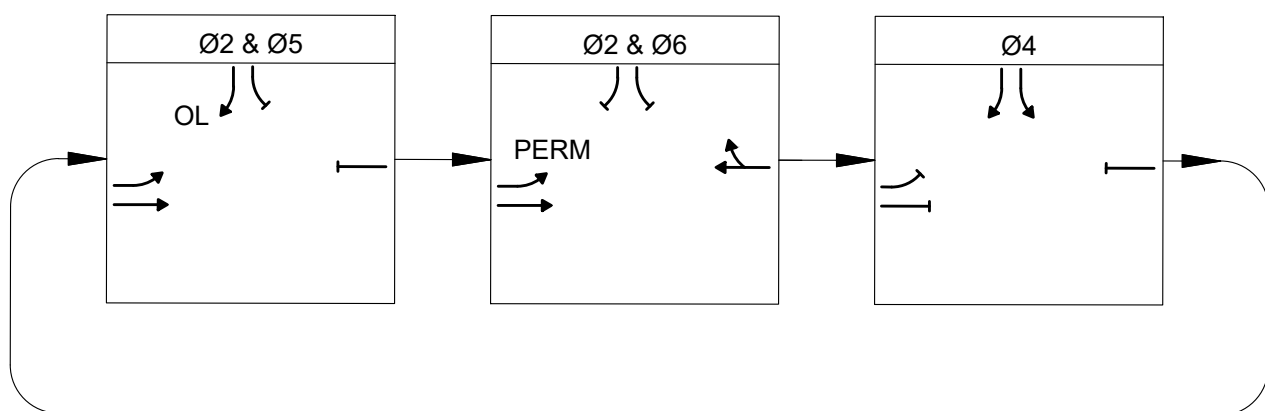
SIGNAL HEAD DATA















NOTES:

1. ALL SIGNAL HEADS SHALL BE RIGID MOUNTED.
2. ALL SIGNAL HEADS SHALL BE EQUIPPED WITH 5"± NON- LOUVERED BACKPLATES. ALL BACKPLATES SHALL CONTAIN A 3" WIDE YELLOW REFLECTIVE BORDER.
3. ALL SIGNAL HEADS SHALL BE EQUIPPED WITH TUNNEL VISORS.
4. ALL SIGNAL DISPLAYS SHALL BE EQUIPPED WITH L.E.D. MODULES.

PREFERENTIAL PHASE SEQUENCE



VIDEO DETECTION DATA

DETECTION ZONE	APPROACH/LANE	DEVICE	DELAY /EXT	CALL PHASE	EXTEND PHASE
	MAIN STREET NB LEFT-TURN LANE	RVVD1	0	Ø5	Ø5
	MAIN STREET NB LEFT-TURN LANE	RVVD1	0	Ø2	Ø2
	MAIN STREET NB THRU LANE	RVVD1	0	Ø2	SEE NOTE 3
	100' FROM NB STOP LINE	RVVD1	0	Ø2	Ø2
	200' FROM NB STOP LINE	RVVD1	2 SEC DELAY	Ø2	Ø2
	400' FROM NB STOP LINE	RVVD1	2 SEC DELAY	Ø2	Ø2
	MAIN STREET SB THRU-RIGHT LANE	RVVD2	0	Ø6	SEE NOTE 3
	100' FROM SB STOP LINE	RVVD2	0	Ø6	Ø6
	200' FROM SB STOP LINE	RVVD2	2 SEC DELAY	Ø6	Ø6
	400' FROM SB STOP LINE	RVVD2	2 SEC DELAY	Ø6	Ø6
	MONTELLO STREET EB LEFT LANE	RVVD3	0	Ø4	Ø4
	MONTELLO STREET EB RIGHT LANE	RVVD3	5 SEC DELAY	Ø4	Ø4

NOTES

1. DELAY AND EXTENSION TIMINGS SHALL BE PROGRAMMED IN THE CONTROLLER ONLY.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SETTING PROPOSED DETECTION ZONES AS SHOWN ON THE PLANS, AND ADJUSTING/RE-ADJUSTING DETECTION ZONES IN THE PRESENCE OF THE ENGINEER.
3. ZONES 3 AND 7 SHALL BE CALLING-ONLY.

SEQUENCE & TIMING NOTES:




1. IF THE ASSIGNED RIGHT OF WAY FOR ANY TRAFFIC MOVEMENT IS TO REMAIN IN EFFECT DURING THE NEXT CALLED PHASE, THE SIGNAL INDICATIONS FOR THAT TRAFFIC MOVEMENT WILL NOT CHANGE DURING THE CLEARANCE INTERVAL.
2. THE RIGHT OF WAY MAY BE ASSIGNED TO ANY PHASE OR ANY COMBINATION OF NON-CONFLICTING PHASES.
3. IF CALLS EXIST ON ALL PHASES, THE ASSIGNMENT OF RIGHT OF WAY SHALL BE IN ACCORDANCE WITH THE PREFERENTIAL PHASE SEQUENCE.
4. IF THE ASSIGNED RIGHT-OF-WAY FOR ANY TRAFFIC MOVEMENT IS TO CHANGE DURING THE NEXT CALLED PHASE, THE SIGNAL INDICATION FOR THAT MOVEMENT WILL DISPLAY THE APPROPRIATE CLEARANCE INTERVALS.

TRAFFIC SIGNAL CONTROLLER SHALL BE PROGRAMMED PER PLANS BUT INTERSECTION TO REMAIN IN CONTINUOUS FLASHING OPERATION UNTIL SUCH TIME THAT THE SIGNAL IS WARRANTED.

EMERGENCY VEHICLE PRE-EMPTION OPERATION

1. EMERGENCY VEHICLE PRE-EMPTION SIGNALS SHALL BE OPTICALLY TRANSMITTED BY OPTICAL EMITTERS MOUNTED IN EMERGENCY VEHICLES AND RECEIVED BY OPTICAL DETECTORS LOCATED AT EACH INTERSECTION.
2. PRE-EMPTION SIGNALS SHALL BE SERVICED ON A PRIORITY BASIS WITH DETECTORS D1, D2 OR D3 ASSIGNED DESCENDING PRIORITIES AS FOLLOWS: (D1 HIGHEST AND D3 LOWEST)
3. IN RESPONSE TO A PRE-EMPTION SIGNAL RECEIVED AT AN INTERSECTION BY OPTICAL DETECTOR D1 (OR D2, D3) THE CONTROLLER SHALL HOLD OR ADVANCE TO AND HOLD IN EMERGENCY VEHICLE PRE-EMPTION PHASE #1 (OR #2, #3) GREEN FOR A MINIMUM OF TEN (10) SECONDS OR UNTIL PRE-EMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME PRE-EMPTION PHASE CLEARANCES FOR THE ASSOCIATED PHASE(S) AS SHOWN IN THE SEQUENCE AND TIMING CHART AND SERVICE SUBSEQUENT EMERGENCY VEHICLE PRE-EMPTION PHASES AS NECESSARY.
4. MINIMUM GREEN AND NORMAL VEHICLE CLEARANCE SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PRE-EMPTION DEMAND.
5. PRE-EMPTION STROBE SHALL BE ILLUMINATED WHENEVER ANY EMERGENCY VEHICLE PRE-EMPTION GREEN IS ACTIVE.

PRE-EMPTION PHASING & PRIORITY

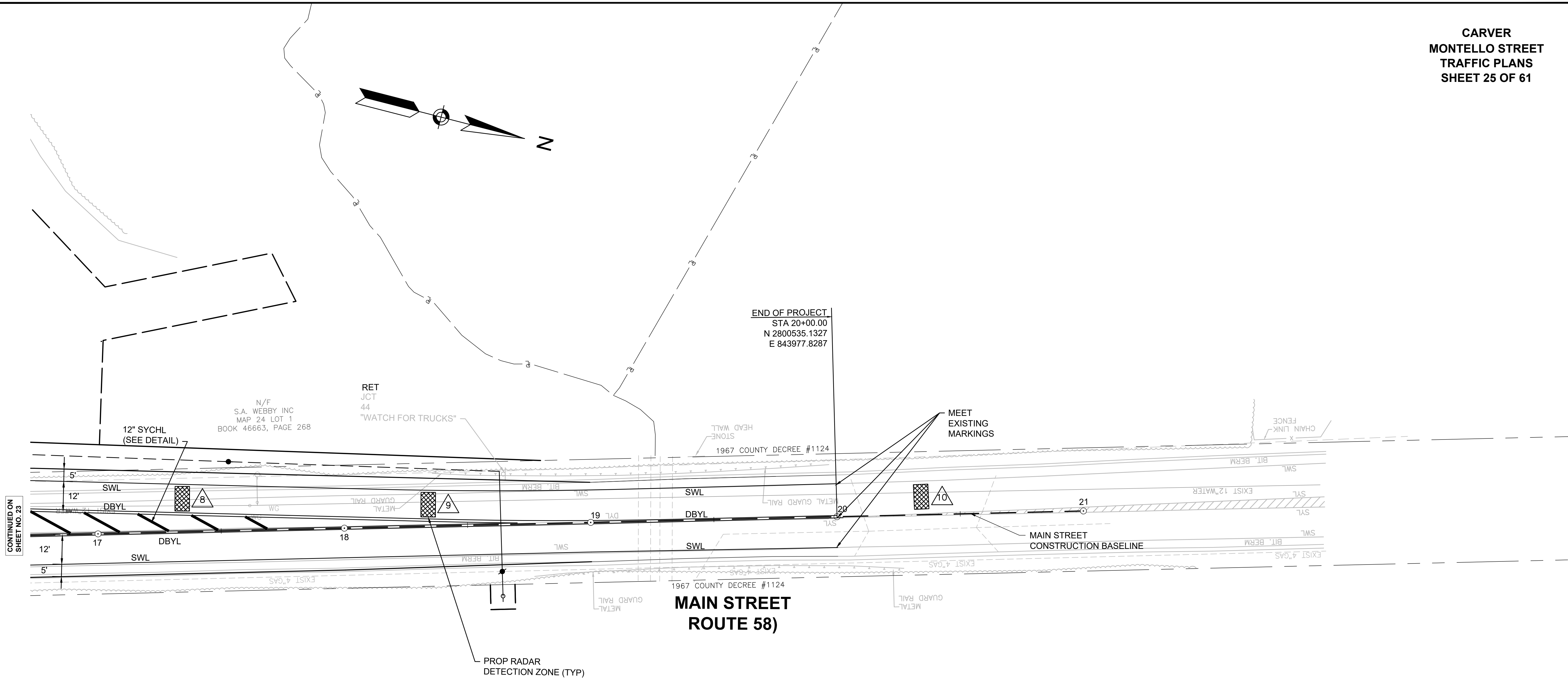
DETECTOR & PRIORITY	PRE-EMPT PHASE ASSIGNMENT	MOVEMENT	VEHICLE PHASE ASSIGNMENT
D1	1		Ø2&Ø5
D2	2		Ø6
D3	3		Ø4

LIST OF MAJOR ITEMS REQUIRED

MAIN STREET(ROUTE 58) AT MONTELLO STREET

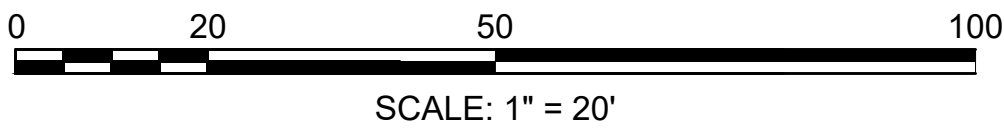
PAY ITEM	QUANTITY	DESCRIPTION
815.1	1	80 TS 2 TYPE 1 CONTROLLER IN A TYPE 6 BASE MOUNTED CABINET INCLUDING FOUNDATION AND CONCRETE PAD
	1	TS 30' MAST ARM TYPE 2, STEEL, INCL. FOUNDATION
	2	TS 35' MAST ARM TYPE 2, STEEL, INCL. FOUNDATION
	5	SIGNAL HEAD, 3-SECTION, 12" LENSES
	1	SIGNAL HEAD, 4-SECTION, 12" LENSES
	1	SIGNAL HEAD, 5-SECTION, 12" LENSES
	1	RADAR/VIDEO VEHICLE DETECTION SYSTEM (3 SENSORS, VDP & CABLES)
	1	EMERGENCY PRE-EMPTION OPTICAL DETECTORS & DETECTOR CABLE
	3	EMERGENCY PRE-EMPTION 4 CHANNEL PHASE SELECTOR
	1	EMERGENCY PRE-EMPTION SYSTEM CHASSIS
	1	EMERGENCY PRE-EMPTION STROBE (WHITE LENS)
	1	SERVICE CONNECTION (OVERHEAD)
	5	PULL BOX-12"x12"
804.3	350' ±	3" CONDUIT, SCHEDULE 80, TYPE NM

PLUS NECESSARY DUCT, CABLE, LABOR, MISCELLANEOUS MATERIAL AND EQUIPMENT TO COMPLETE THE INSTALLATION AND PROVIDE AN OPERATING TRAFFIC CONTROL SIGNAL.

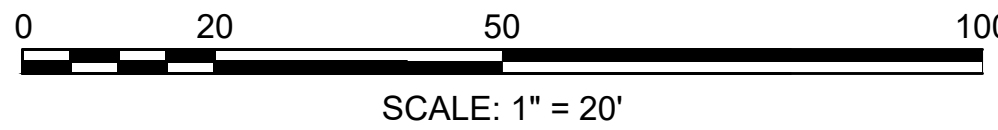
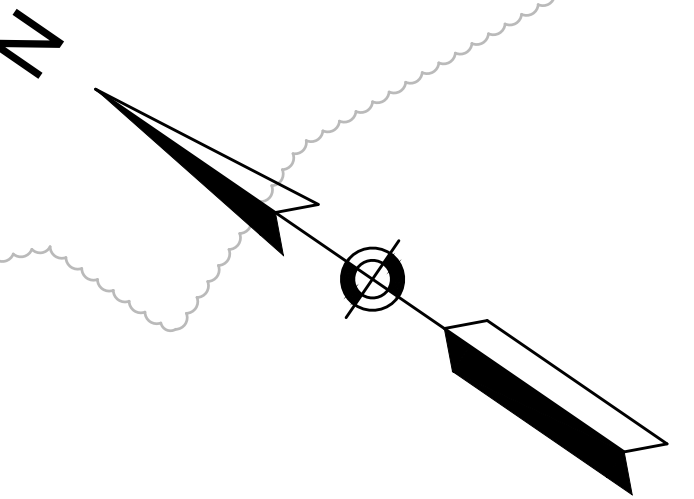


CONSTRUCTION NOTES

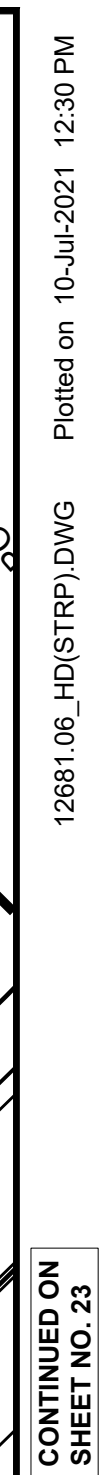
1. ALL PAVEMENT MARKINGS SHALL BE REFLECTORIZED THERMOPLASTIC.
2. WHERE EXISTING PAVEMENT MARKINGS ARE DIFFERENT THAN PROPOSED MARKINGS SHOWN, REMOVE BY AN APPROVED METHOD.
3. ALL EXISTING SIGNS WITHIN THE PROJECT LIMITS SHALL BE R&S UNLESS OTHERWISE NOTED.


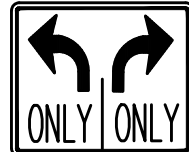







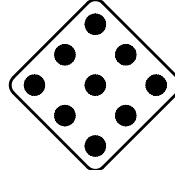


CARVER
MONTELLO STREET
TRAFFIC PLANS
SHEET 26 OF 61



CONTINUED ON SHEET NO. 23 12681.06_HD(STRP).DWG Plotted on 10-Jul-2021 12:30 PM



TRAFFIC SIGN SUMMARY													
IDENTIFI- CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR			POST SIZE AND NUMBER REQUIRED	UNIT AREA (S.F.)	AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK- GROUND	LEGEND	BORDER			
R3-7L	30"	30"		SEE FHWA "STANDARD HIGHWAY SIGNS, 2004 EDITION"; AS AMENDED			2	WHITE	BLACK	BLACK	2-P5	6.25	12.50
R3-7LR	30"	30"					2	WHITE	BLACK	BLACK	2-P5	6.25	12.50
MA-R10-12a	24"	30"					AS PER MASSDOT STANDARD			1	WHITE	BLACK/ YELLOW	BLACK
MA-D3-1	42"	12"		6 1/4"D	3" 3"	N/A	1	GREEN	WHITE	WHITE	1 MTD ON TS MAST ARM	PAID UNDER ITEM 874	
MA-D3-2	30"	12"		6 1/4"D	3" 3"	N/A	1	GREEN	WHITE	WHITE	1 MTD ON TS MAST ARM	PAID UNDER ITEM 874	
W14-1	30"	30"		SEE FHWA "STANDARD HIGHWAY SIGNS, 2004 EDITION"; AS AMENDED			1	YELLOW	BLACK	BLACK	1-P5	6.25	6.25
W14-1a(L)	36"	8"					2	YELLOW	BLACK	BLACK	2-P5	2.00	4.00
OM4-1	18"	18"					3			RED	RED	RED	3-P5

NOTES:
1. HIGH INTENSITY REFLECTIVE SHEETING SHALL BE USED FOR ALL SIGNS. SEE FHWA "STANDARD HIGHWAY SIGNS, 2004 EDITION" FOR TEXT DIMENSIONS, AS AMENDED; THE 1977 MASSHIGHWAY DEPARTMENT CONSTRUCTION AND TRAFFIC STANDARD DETAILS, AS AMENDED, FOR SIGNS AND SUPPORTS; AND THE MASSHIGHWAY DEPARTMENT SIGN LISTINGS 1993 EDITION, AS AMENDED.

GENERAL NOTES

1.

ALL CONSTRUCTION SIGNING, TEMPORARY TRAFFIC CONTROL DEVICES, AND ROADSIDE ELEMENTS SHALL CONFORM WITH THE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AS AMENDED, THE MASSDOT STANDARD DETAILS AND DRAWINGS FOR THE DEVELOPMENT OF TEMPORARY TRAFFIC CONTROL PLANS, THE LATEST REVISIONS OF THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, (AASHTO) ROADSIDE DESIGN GUIDE, AASHTO POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, AND NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM (NCHRP) REPORT 350 OR THE AASHTO MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
2.

WORK HOURS SHALL BE AS STATED IN THE CONTRACT DOCUMENTS UNLESS APPROVED BY THE TOWN OF CARVER.
3.

NO WORK SHALL OCCUR WITHIN THE PUBLIC WAY THE DAY BEFORE, AFTER OR ON A STATE RECOGNIZED HOLIDAY UNLESS OTHERWISE APPROVED BY THE ENGINEER.
4.

ALL DRUMS OUTSIDE TAPERS SHALL BE SET AT 40' ON CENTER MAX. FOR ROUTE 58 AND 20' ON CENTER MAX. FOR ALL OTHER ROADWAYS UNLESS OTHERWISE NOTED OR ADJUSTED BY THE ENGINEER.
5.

ALL DRUMS WITHIN TAPERS SHALL BE SET AT 20' ON CENTER MAX. FOR ROUTE 58 AND 10' ON CENTER MAX. FOR ALL OTHER ROADWAYS UNLESS OTHERWISE NOTED OR ADJUSTED BY THE ENGINEER.
6.

ALL DRUMS SHALL BE APPROXIMATELY PLACED AND MOVED AS NECESSARY TO MAINTAIN SAFE AND REASONABLE ABUTTER ACCESS. WORK MAY REQUIRE ADDITIONAL SIGNS, DRUMS AND OTHER TRAFFIC CONTROL DEVICES, GRADING AND TEMPORARY PAVEMENT FOR PASSAGE OF PEDESTRIAN, VEHICULAR AND EMERGENCY TRAFFIC THROUGH THE WORK AREAS, BOTH DURING AND AFTER WORKING HOURS, TO MAINTAIN SUCH ACCESS.
7.

THE FIRST 10 DRUMS ON TAPERS WITHIN MASSDOT JURISDICTION SHALL BE REFLECTORIZED DRUMS WITH SEQUENTIAL FLASHING WARNING LIGHTS AND SHALL BE OPERATING, AT A MINIMUM, BETWEEN DUSK AND DAWN, WHEN TAPER IS DEPLOYED.
8.

REFLECTORIZED CONES SHALL BE A MINIMUM OF 36 INCHES IN HEIGHT.
9.

CONES MAY BE USED IN LIEU OF DRUMS OUTSIDE OF TAPER AREAS.
10.

THE CONTRACTOR SHALL NOTIFY EACH ABUTTER AT LEAST 24 HOURS IN ADVANCE OF THE START OF ANY WORK THAT WILL REQUIRE THE TEMPORARY CLOSURE OR RESTRICTION OF ACCESS.
11.

FOR DROP-OFFS 3" OR LESS WITHIN THE CLEAR ZONE, CONDITION MAY BE MITIGATED WITH W8-9 (LOW SHOULDER) SIGN OR TEMPORARY CHANNELIZATION DEVICES.
12.

CONTRACTOR SHALL STAGE WORK SUCH THAT A DROP-OFF OF NO MORE THAN 3" AT THE END OF EACH WORK DAY EXISTS WITHIN THE CLEAR ZONE AT ANY TIME AND ENSURE DROP-OFF IS MITIGATED WITHOUT BARRIER PER NOTE 11. FOR DROP-OFFS GREATER THAN 3" BUT NO MORE THAN 36", DETERMINE WHETHER IT IS MORE COST EFFECTIVE TO INSTALL BOTH W8-9 SIGN AND TEMPORARY CHANNELIZATION DEVICES IN ACCORDANCE WITH MASSDOT WORK ZONE SAFETY GUIDE OR W8-9 SIGN WITH A 2H:1V (MIN) WEDGE OR TO REMOVE THE HAZARD. FOR DROP-OFFS 36" OR GREATER USE TEMPORARY BARRIER IN ACCORDANCE WITH MASSDOT WORK ZONE POSITIVE PROTECTION GUIDELINES.
13.

CONSTRUCTION CLEAR ZONE SHALL BE IN ACCORDANCE WITH MASSDOT BOSTON TRAFFIC GUIDELINES AS FOLLOWS:

4' IF POSTED SPEED IS LESS THAN 35 MPH

8' IF POSTED SPEED IS 35 MPH

15' IF POSTED SPEED IS 40 MPH

20' IF POSTED SPEED IS 45 MPH

25' IF POSTED SPEED IS 55 MPH
14.

ALL TEMP BARRIERS SHALL MEET OR EXCEED MASH TL-2 REQUIREMENTS IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS.
15.

THE CONTRACTOR SHALL PROVIDE TEMPORARY IMPACT ATTENUATORS TO PROTECT ALL BLUNT-ENDS OF TEMPORARY BARRIER OR AS REQUIRED BY THE ENGINEER. TEMPORARY IMPACT ATTENUATORS SHALL BE DESIGNED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO THE START OF WORK. ALL TEMPORARY IMPACT ATTENUATORS SHALL BE DESIGNED TO MEET OR EXCEED MASH TEST LEVEL 2 (TL-2).
16.

11' MINIMUM LANE WIDTHS SHALL BE MAINTAINED UNLESS OTHERWISE NOTED.
17.

TEMPORARY TRAFFIC CONTROL DEVICES AND SIGNS SHALL BE COVERED OR REMOVED DURING NON-WORKING HOURS WHEN NOT IN USE.
18.

SIGNS INSTALLED ON PORTABLE STANDS REQUIRE 12 INCH MINIMUM MOUNTING HEIGHT FROM THE ROADWAY SURFACE TO THE BOTTOM OF THE SIGN.
19.

SIGNS INSTALLED ON PORTABLE STANDS PLACED AMONG CHANNELIZATION DEVICES REQUIRE A 36 INCH MINIMUM MOUNTING HEIGHT FROM THE ROADWAY SURFACE TO THE BOTTOM OF THE SIGN.
20.

SIGNS MOUNTED ON POSTS REQUIRE A MINIMUM 84 INCH MOUNTING HEIGHT FROM THE ROADWAY OR SIDEWALK SURFACE TO THE BOTTOM OF THE SIGN. CONTRACTOR SHALL MAINTAIN A MINIMUM SIDEWALK HORIZONTAL CLEAR WIDTH OF 36" AT ALL TIMES.
21.

ALL SIGNS SHALL BE MOUNTED ON THEIR OWN NCHRP 350 AND/OR MASH CRASH TESTED SIGN SUPPORTS AND INSTALLED IN ACCORDANCE WITH THE MUTCD.SIGNS SHALL NOT BE MOUNTED TO OR LEANED AGAINST DRUMS OR CONES.
22.

W21-7 SIGNS SHALL BE INSTALLED IN ADVANCE (100' MIN) OF AREAS WHERE UTILITY CASTINGS HAVE BEEN RAISED IN ADVANCE OF PAVING OPERATIONS OR AS REQUESTED BY THE ENGINEER.
23.

W8-15 SIGNS SHALL BE INSTALLED IN ADVANCE (100' MIN) OF PAVEMENT MILLING AREAS OR AS REQUESTED BY THE ENGINEER.
24.

CONTRACTOR SHALL SECURE WORK AREAS BY APPROPRIATE MEANS, TO PREVENT UNAUTHORIZED ACCESS AT ALL TIMES.
25.

THERE IS NO DESIGNATED BICYCLE LANE ON THE ROADWAY WITHIN THE PROJECT LIMITS. BICYCLES ARE EXPECTED TO SHARE THE ROAD WITH GENERAL VEHICULAR TRAFFIC.
26.

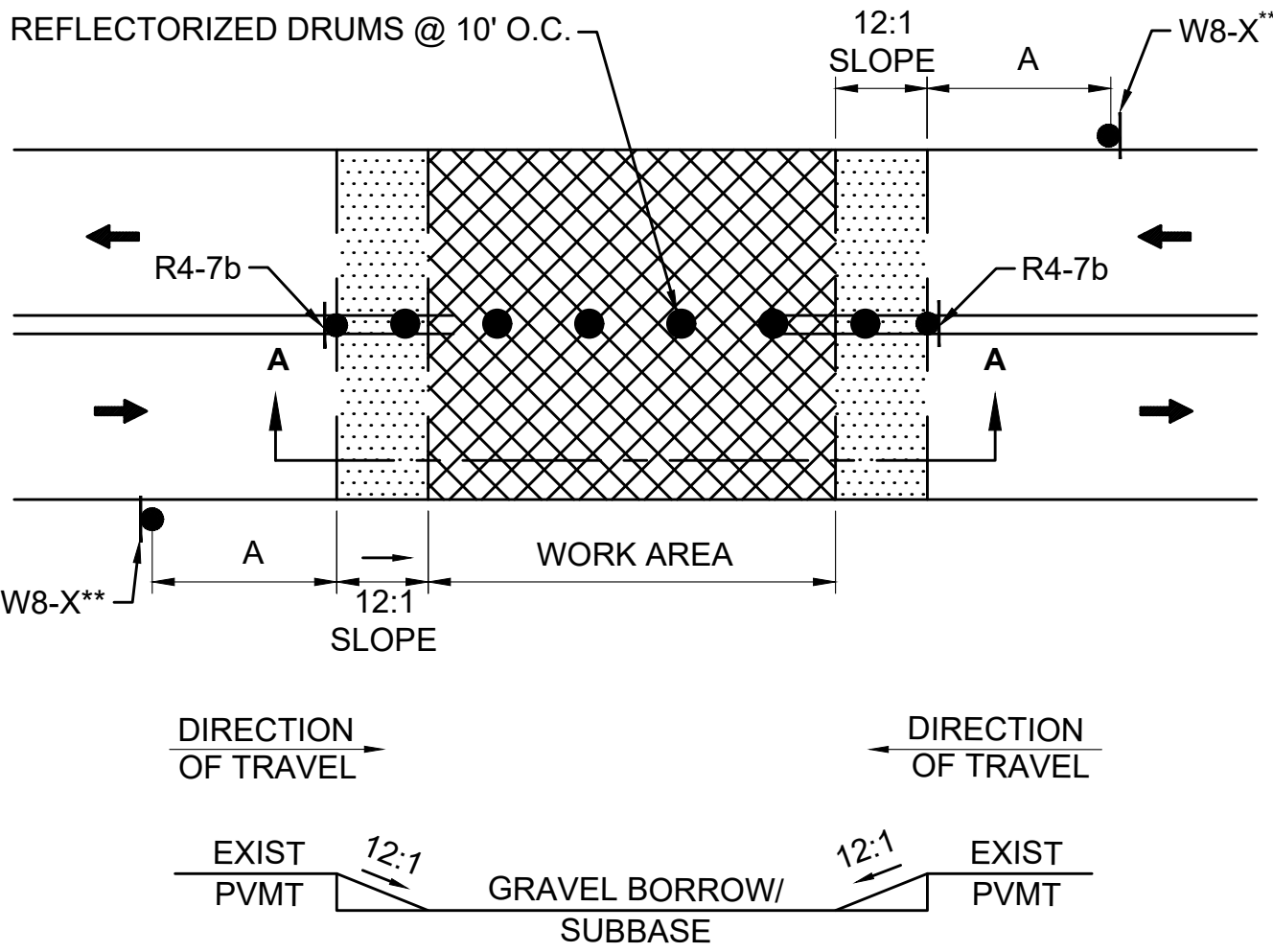
NIGHTTIME WORK FOR CERTAIN CONSTRUCTION ACTIVITIES, SUCH AS FULL DEPTH PAVEMENT ON ROUTE 58, MAY BE ALLOWED UPON APPROVAL FROM THE TOWN OF CARVER.
27.

ILLUMINATION REQUIRED FOR NIGHTTIME WORK APPROVED BY THE ENGINEER SHALL BE DIFFUSED OR ANTI-GLARE LIGHTING AND IN ACCORDANCE WITH MASSDOT STANDARDS.
25.

FOR GUARDRAIL WORK AT THE CULVERT CROSSING ON MONTELLO STREET, CONTRACTOR TO ENSURE THAT THE REMOVAL OF EXISTING GUARDRAIL DOES NOT EXPOSE UNPROTECTED DROP-OFF CONDITION TO ERRANT VEHICLES AND IS ADEQUATELY SHIELDED AT ALL TIMES. THE ROADSIDE PROTECTIVE MEASURE SUCH AS BARRIER AND IMPACT ATTENUATOR, AS NEEDED, SHALL BE APPROVED BY THE TOWN OF CARVER.
26.

CONTRACTOR SHALL PROVIDE THREE (3) PORTABLE CHANGEABLE MESSAGE SIGN A MINIMUM OF 14 DAYS PRIOR AND 7 DAYS POST START OF CONSTRUCTION. PCMS LOCATION AND MESSAGING SHALL BE AS APPROVED BY THE TOWN OF CARVER.
27.

CONTRACTOR TO STAGE THE FULL DEPTH PAVEMENT CONSTRUCTION SUCH THAT PAVEMENT EDGE DROP-OFFS BETWEEN ADJACENT, OPEN TRAVEL LANES ON ROUTE 58 SHALL NOT EXCEED 2 INCHES UNLESS APPROVED BY THE TOWN OF CARVER.



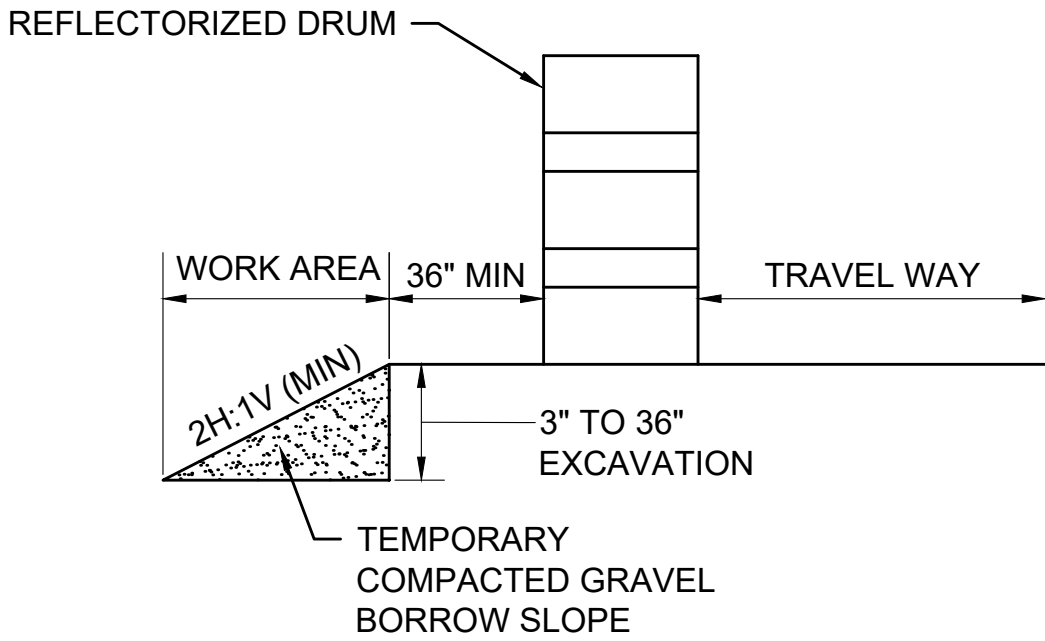
- NOTES:
1.

SQUARE OFF THE FULL WIDTH OF THE ROADWAY AT THE END OF WORK DAY.
2.

** CONTRACTOR SHALL INSTALL W8-1, W8-3, W8-8, OR W8-15 SIGN, AS APPROPRIATE, ON ALL ROADWAYS IN ADVANCE OF THE TRANSITION UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

TEMPORARY PAVEMENT TRANSITION

SCALE: NTS

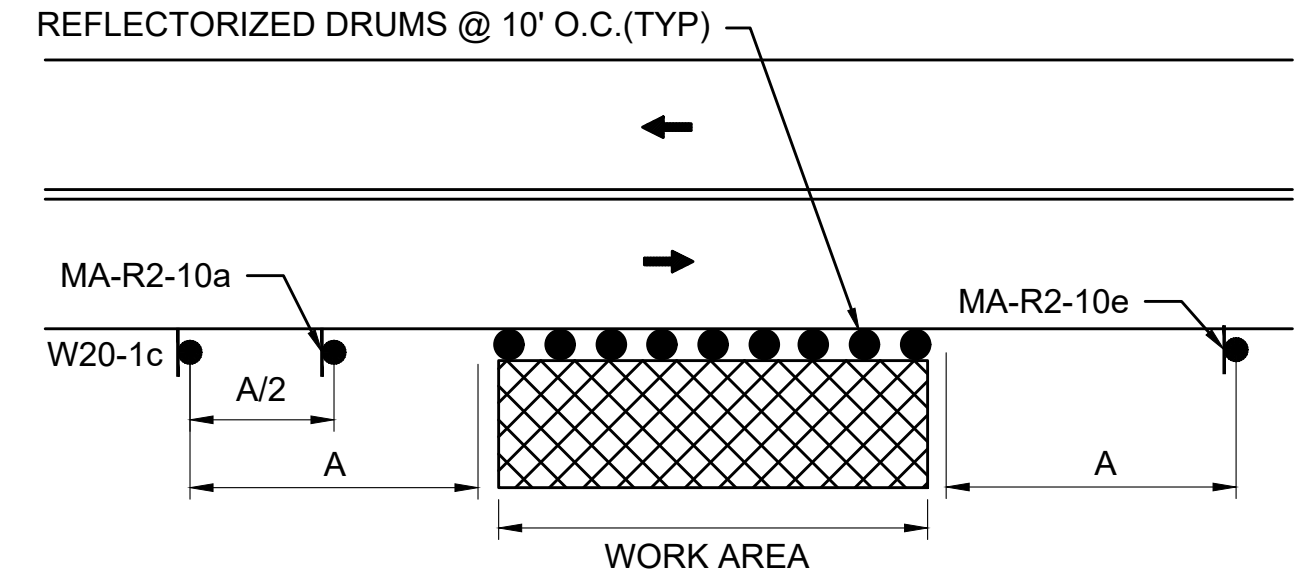


- NOTE:
1.

CONTRACTOR SHALL INSTALL W8-9 SIGN ON ALL ROADWAYS 350 FT IN ADVANCE OF THE START OF DROP-OFF CONDITION.

TYPICAL ROADWAY DROP-OFF PROTECTION

SCALE: NTS



- NOTE:
1.

SEE TTCP GENERAL NOTES FOR ADDITIONAL INFORMATION.

OFF ROADWAY WORK - RIGHT

SCALE: NTS

CARVER
MONTELLO STREET
TEMPORARY TRAFFIC CONTROL PLANS
SHEET 29 OF 61

LEGEND

	POLICE OFFICER
	REFLECTORIZED DRUM
	REFLECTORIZED DRUMS WITH SEQUENTIAL FLASHING WARNING LIGHTS (SEE NOTE 7)
	TEMPORARY CONSTRUCTION SIGN
	TRAFFIC CONE
	TYPE III BARRICADE
	PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)
	TEMPORARY BARRIER
	TEMPORARY IMPACT ATTENUATOR (TYPE NOTED)
	WORK AREA (PUBLIC ACCESS RESTRICTED)
	TRANSITION/BUFFER AREAS
	TRAFFIC FLOW
NTS	NOT TO SCALE

ADVANCE SIGN SPACING

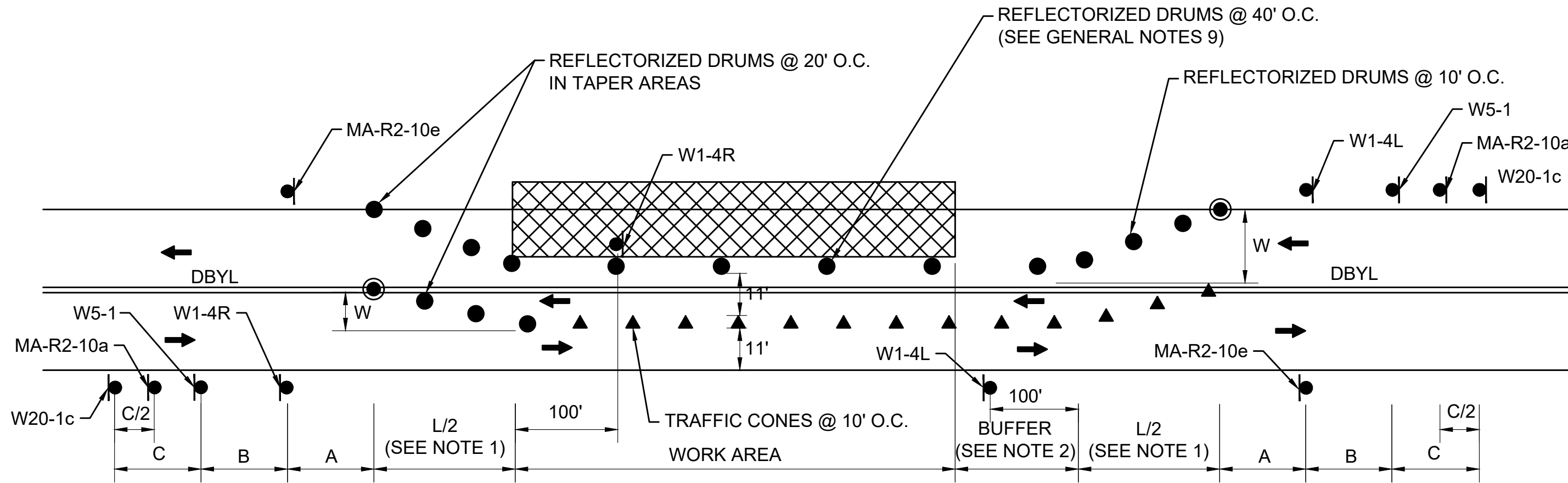
ROADWAY	DISTANCE BETWEEN SIGNS (FEET)		
	A	B	C
N MAIN ST (ROUTE 58)	500	500	500
ROUTE 44 RAMPS	350	350	350
ALL OTHER ROADWAYS	100	100	100

LANE TAPER LENGTH FORMULAS

L= TAPER LENGTH IN FEET	
W= WIDTH OF ROADWAY TO BE SHIFTED OR REDIRECTED IN FEET	
S= POSTED SPEED LIMIT IN MPH	
POSTED SPEED	
40 MPH OR LESS	GREATER THAN 40 MPH
$L = \frac{WS^2}{60}$	L= WS

BUFFER SPACING

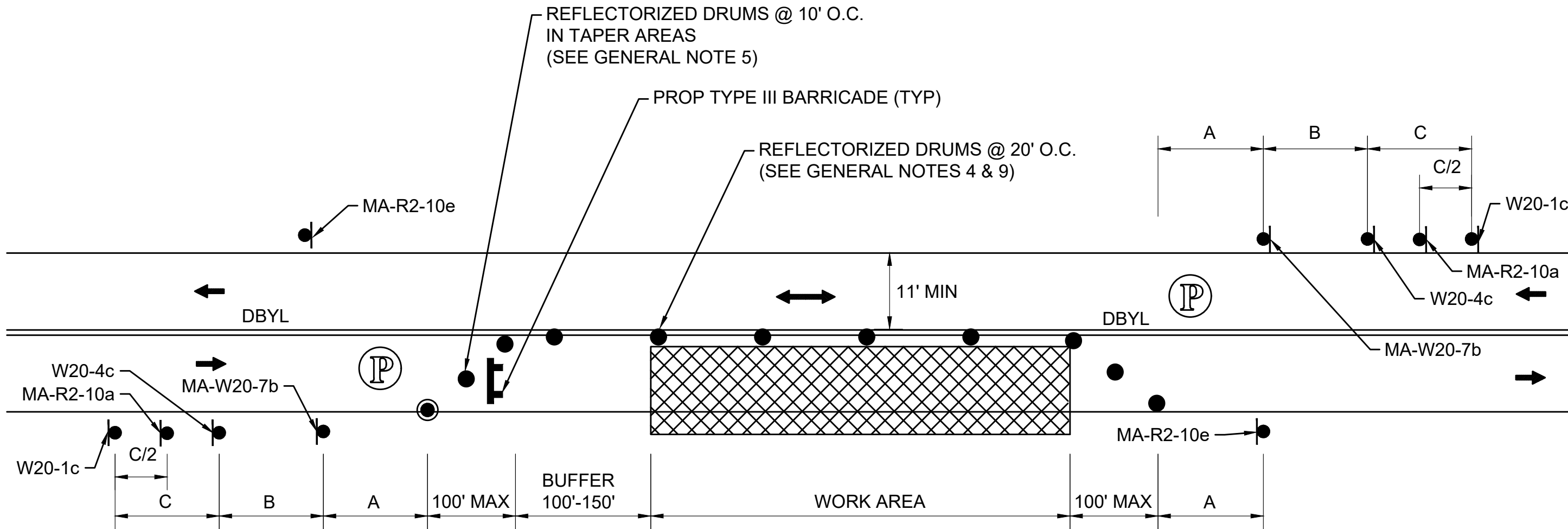
SPEED (MPH)	DISTANCE (FEET)
15	80
20	115
25	155
30	200
35	250
40	305
45	360
50	425



- NOTES:
1. SEE TAPER LENGTH FORMULA ON SHEET 29.
 2. SEE BUFFER SPACING CHART ON SHEET 29.
 3. REFER TO ADVANCE SIGN SPACING TABLE ON SHEET 29.

TYPICAL TWO-WAY STREET LANE SHIFT (ROUTE 58)

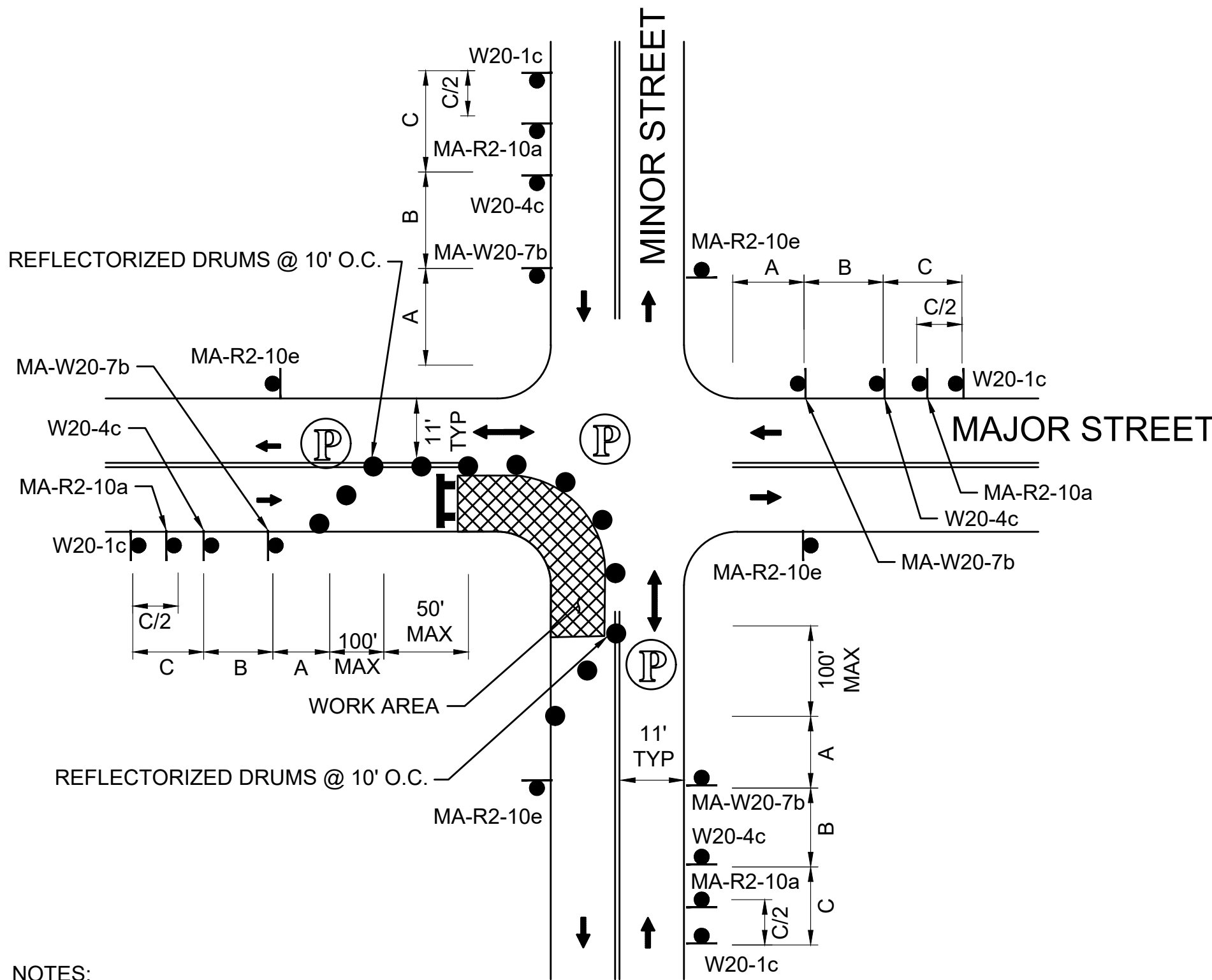
SCALE: NTS



- NOTE:
1. REFER TO ADVANCE SIGN SPACING TABLE ON SHEET 29.

TYPICAL TWO-WAY STREET LANE CLOSURE ALTERNATING TRAFFIC

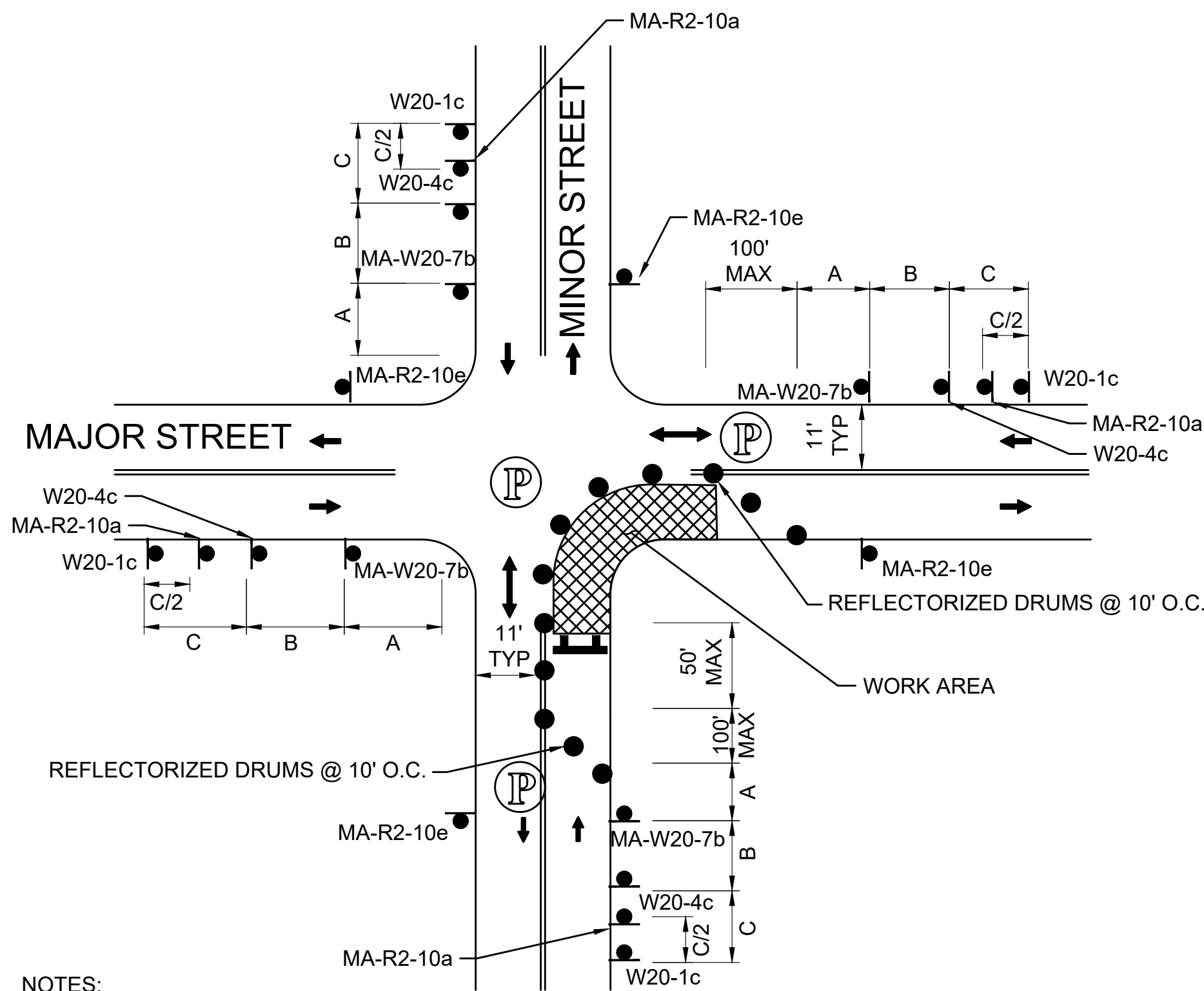
SCALE: NTS



- NOTES:
1. ADVANCE WARNING SIGN PLACEMENT TO BE ADJUSTED AS NECESSARY.
 2. REFER TO ADVANCE SIGN SPACING TABLE ON SHEET 29.

ONE LANE BI-DIRECTIONAL TRAFFIC AT INTERSECTIONS - NEAR SIDE

SCALE: NTS







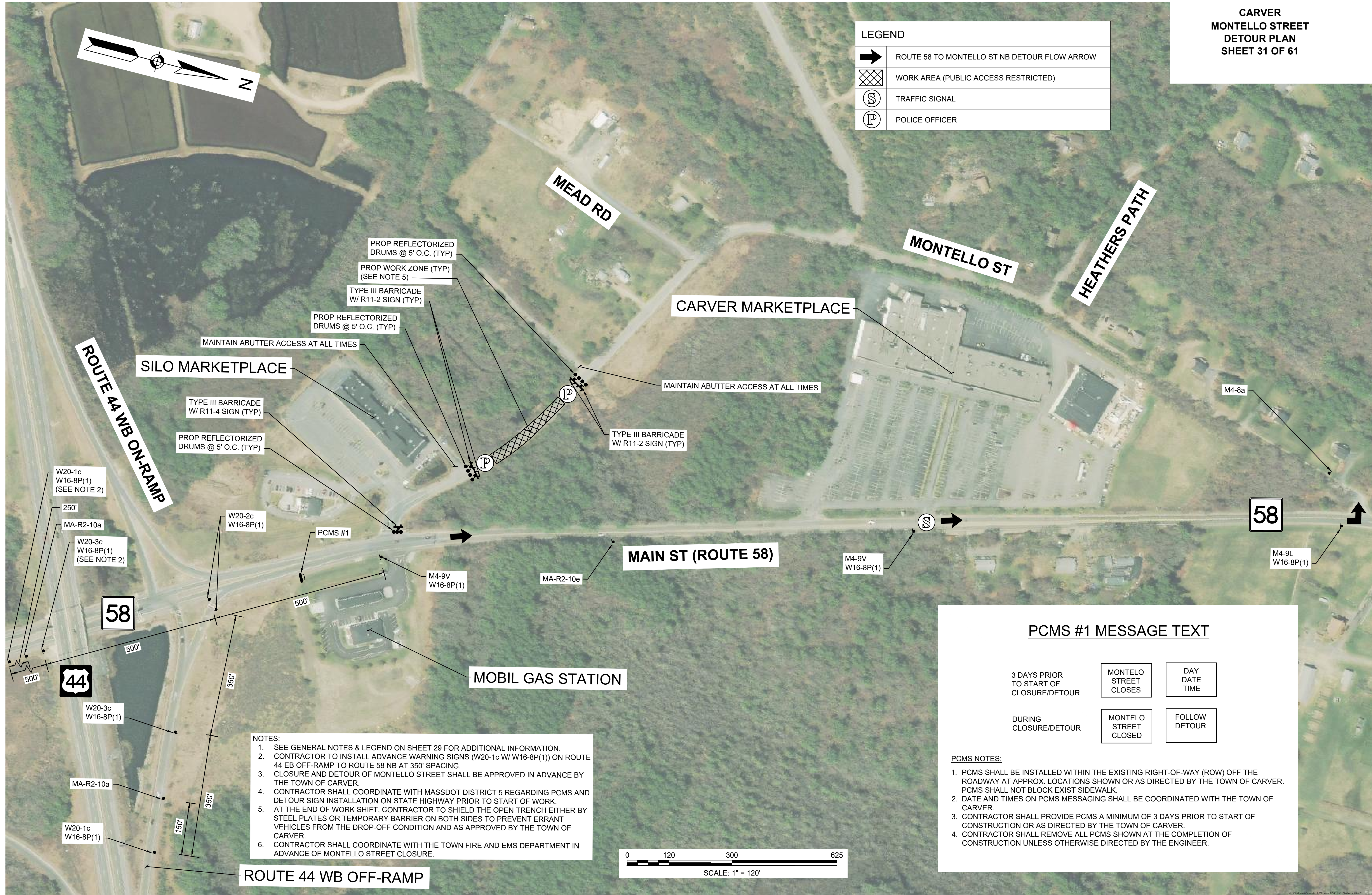
- NOTES:
1. ADVANCE WARNING SIGN PLACEMENT TO BE ADJUSTED AS NECESSARY.
 2. REFER TO ADVANCE SIGN SPACING TABLE ON SHEET 29.

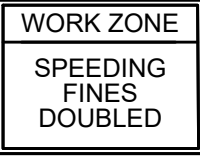
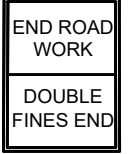



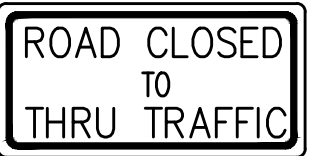




















ONE LANE BI-DIRECTIONAL TRAFFIC AT INTERSECTIONS - FAR SIDE








SCALE: NTS

LEGEND

	ROUTE 58 TO MONTELLO ST NB DETOUR FLOW ARROW
	WORK AREA (PUBLIC ACCESS RESTRICTED)
	TRAFFIC SIGNAL
	POLICE OFFICER

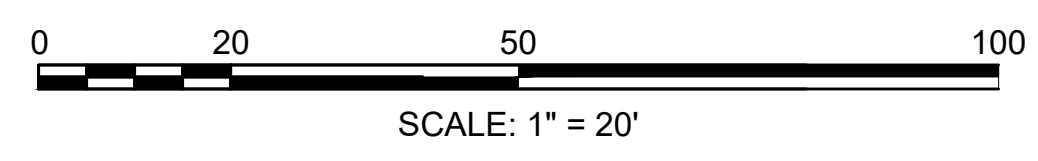


TEMPORARY TRAFFIC CONTROL SIGN SUMMARY									
IDENTIFI- CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			COLOR		
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.	BACK- GROUND	LEGEND	BORDER
MA-R2-10a	48"	36"		AS PER MASSDOT STANDARD			FLUOR- ESCENT ORANGE	BLACK	BLACK
MA-R2-10e	36"	48"					WHITE	BLACK	BLACK
R4-7b	24"	30"					FLUOR- ESCENT ORANGE	BLACK	BLACK
R11-2	48"	30"		SEE FHWA "STANDARD HIGHWAY SIGNS, 2004 EDITION"; AS AMENDED			WHITE	BLACK	BLACK
R11-4	60"	30"					WHITE	BLACK	BLACK
W1-4L	36"	36"					FLUOR- ESCENT ORANGE	BLACK	BLACK
W1-4R	36"	36"					FLUOR- ESCENT ORANGE	BLACK	BLACK
W5-1	36"	36"					FLUOR- ESCENT ORANGE	BLACK	BLACK
W8-1	36"	36"					FLUOR- ESCENT ORANGE	BLACK	BLACK
W8-3	36"	36"					FLUOR- ESCENT ORANGE	BLACK	BLACK
W8-8	36"	36"					FLUOR- ESCENT ORANGE	BLACK	BLACK
W8-9	36"	36"					FLUOR- ESCENT ORANGE	BLACK	BLACK
W8-15	36"	36"					FLUOR- ESCENT ORANGE	BLACK	BLACK
W16-8P(1)	24"	8"		4"B	2" 2"	N/A	FLUOR- ESCENT ORANGE	BLACK	BLACK
W20-1c	36"	36"		SEE FHWA "STANDARD HIGHWAY SIGNS, 2004 EDITION"; AS AMENDED			FLUOR- ESCENT ORANGE	BLACK	BLACK
W20-2c	36"	36"					FLUOR- ESCENT ORANGE	BLACK	BLACK
W20-3c	36"	36"					FLUOR- ESCENT ORANGE	BLACK	BLACK
W20-4c	36"	36"					FLUOR- ESCENT ORANGE	BLACK	BLACK

TEMPORARY TRAFFIC CONTROL SIGN SUMMARY									
IDENTIFI- CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			COLOR		
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.	BACK- GROUND	LEGEND	BORDER
MA-W20-7b	36"	36"		AS PER MASSDOT STANDARD			FLUOR- ESCENT ORANGE	BLACK	BLACK
W21-7	36"	36"		SEE FHWA "STANDARD HIGHWAY SIGNS, 2004 EDITION"; AS AMENDED			FLUOR- ESCENT ORANGE	BLACK	BLACK
M4-8a	24"	18"					FLUOR- ESCENT ORANGE	BLACK	BLACK
M4-9L	30"	24"					FLUOR- ESCENT ORANGE	BLACK	BLACK
M4-9V	30"	24"					FLUOR- ESCENT ORANGE	BLACK	BLACK

NOTES:
1. HIGH INTENSITY REFLECTIVE SHEETING SHALL BE USED FOR ALL SIGNS. SEE FHWA "STANDARD HIGHWAY SIGNS, 2004 EDITION" FOR TEXT DIMENSIONS, AS AMENDED; THE 1977 MASSHIGHWAY DEPARTMENT CONSTRUCTION AND TRAFFIC STANDARD DETAILS, AS AMENDED, FOR SIGNS AND SUPPORTS; THE MASSHIGHWAY DEPARTMENT SIGN LISTINGS 1993 EDITION, AS AMENDED; THE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR MOUNTING REQUIREMENTS; AND THE 2017 MassDOT STANDARD SIGNS BOOK, AS AMENDED.
2. ALL SIGNS SHOWN GRAPHICALLY FOR INFORMATION ONLY. SIGN VENDOR SHALL FABRICATE ALL SIGNS IN ACCORDANCE WITH THE APPLICABLE STANDARDS.

SHEET NO. 34



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CONTINUED ON
SHEET NO. 33

**MAIN STREET
(ROUTE 58)**

END OF PROJECT
STA 20+00.00
N 2800535.1327
E 843977.8287

22
N: 2800484.405
E: 843975.789'
EL: 78.370'
MMAC

N: 2800362.454'
E: 844046.698'
EL: 80.530'
MSTN

PROP GUY POLE
& ANCHOR (BO)

DMH — INV=74.8
RIM=78.50'
A=74.9' 12"RCP
B=74.8' 12"RCP

DMH
RIM=78.41'
A=74.6' 12"RCP
B=74.7' 12"RCP
C=74.5' 12"RCP
D=74.3' 12"RCP

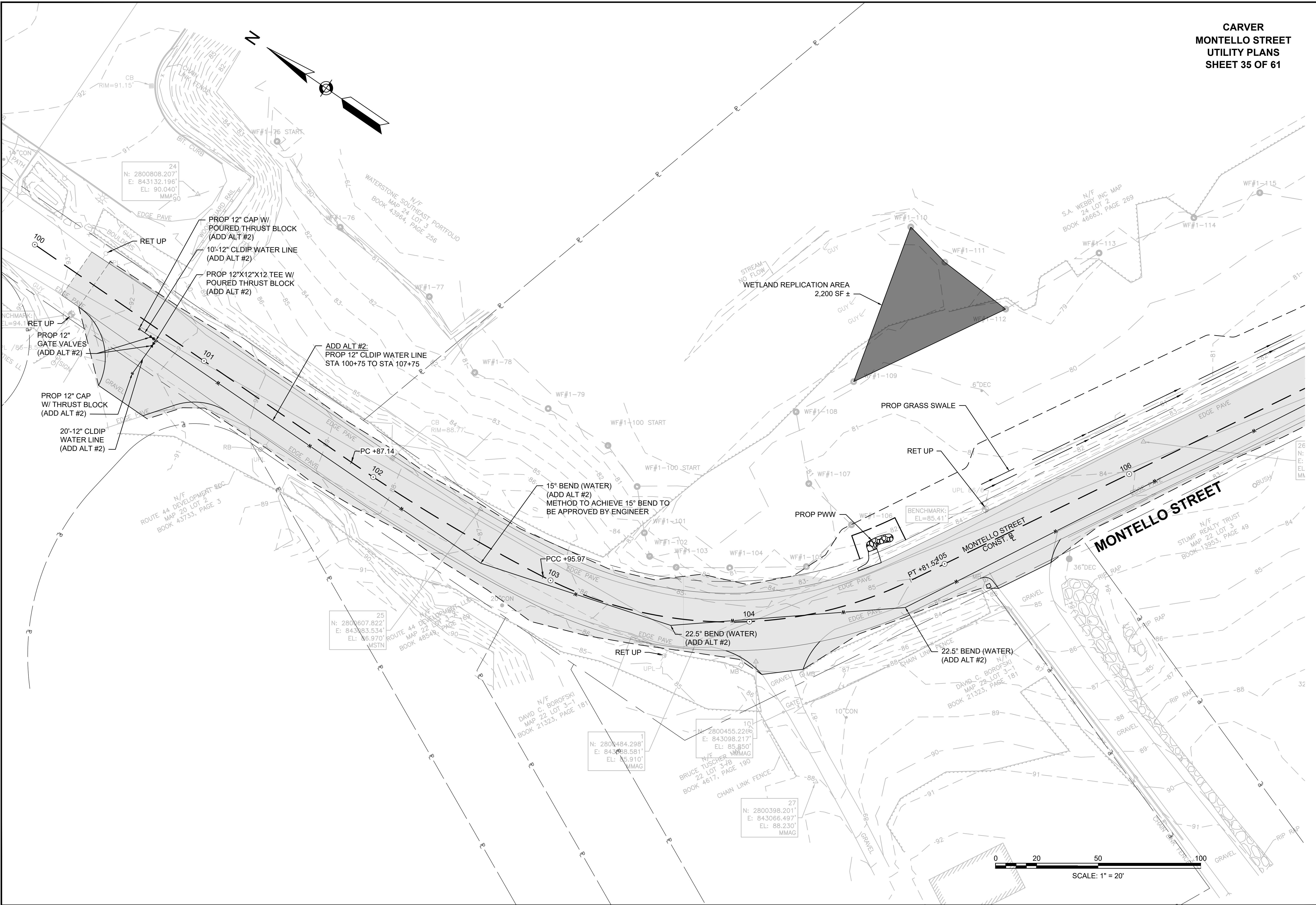
CB
RIM=78.51
INV=75.0'
DMH
RIM=78.65'
A=74.6' 8"RCP
B=74.2' 12"RCP
C=74.5' 8"RCP
D=74.0' 12"RCP

CORPORATION
1
E 158

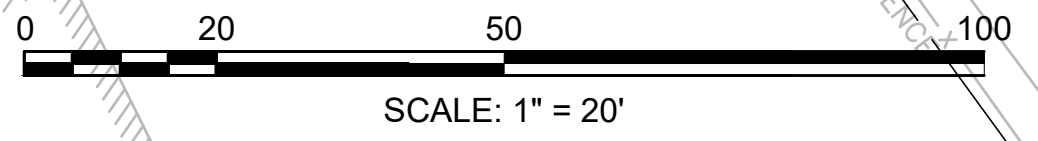
1967 COUNTY DECREE #1124

1967 COUNTY DECREE #1124

CARVER
MONTELLO STREET
UTILITY PLANS
SHEET 35 OF 61



CONTINUED ON
SHEET NO. 36



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CARVER
MONTELLO STREET
STRUCTURAL DETAILS
SHEET 37 OF 61

GENERAL NOTES:

DESIGN:
IN ACCORDANCE WITH 2020 AASHTO LRFD BRIDGE DESIGN
SPECIFICATIONS FOR HL-93 LOADING.

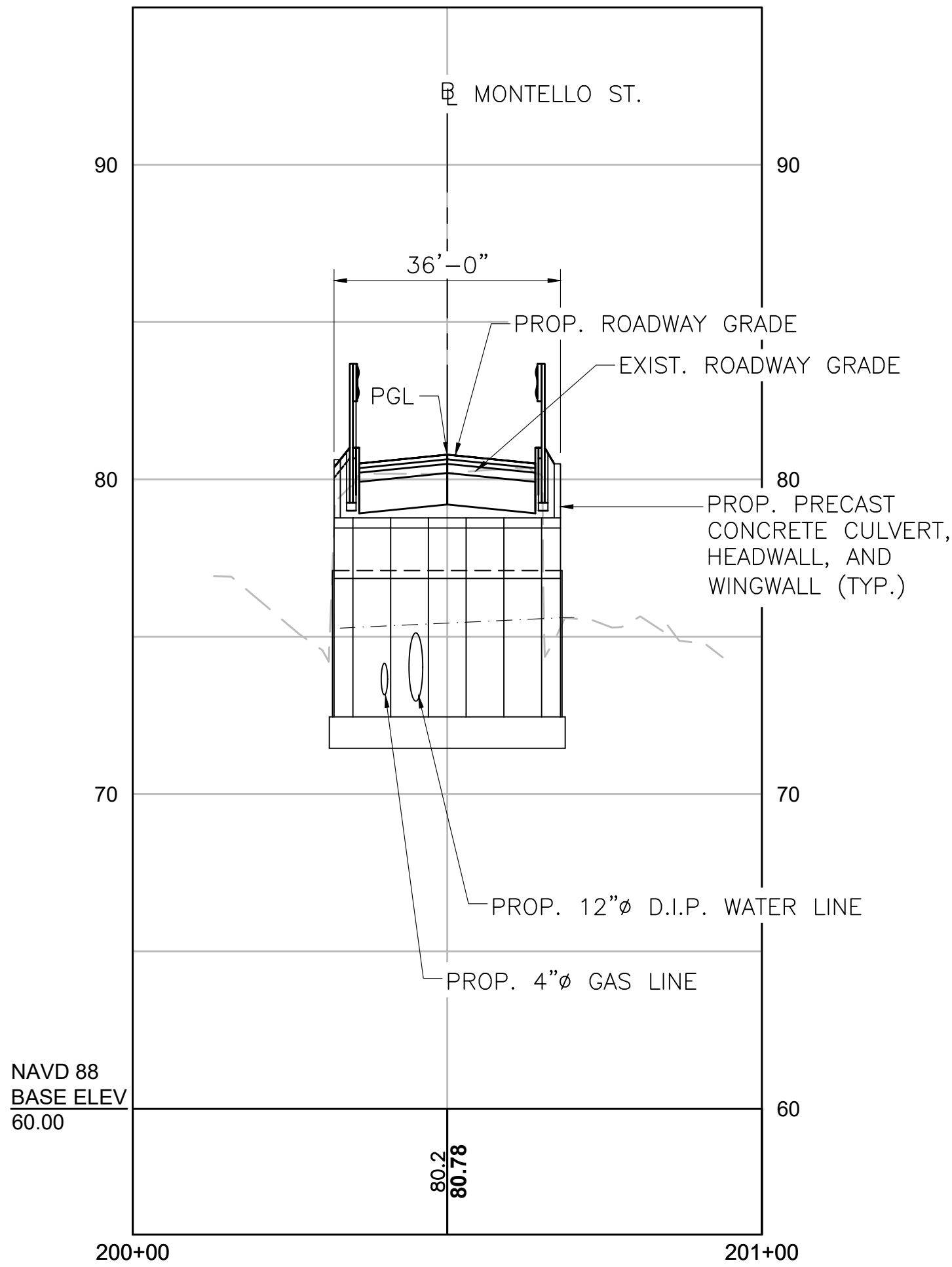
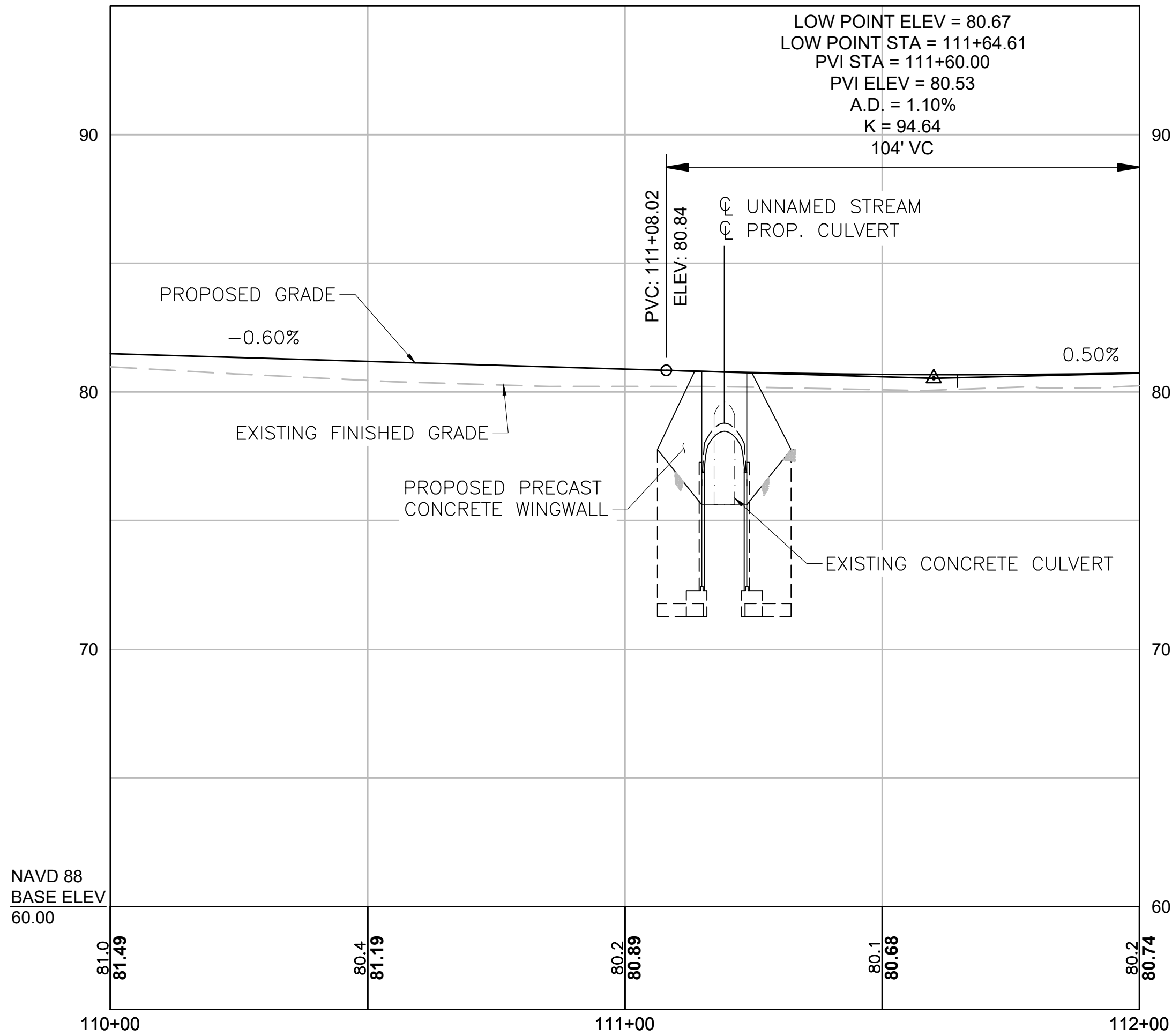
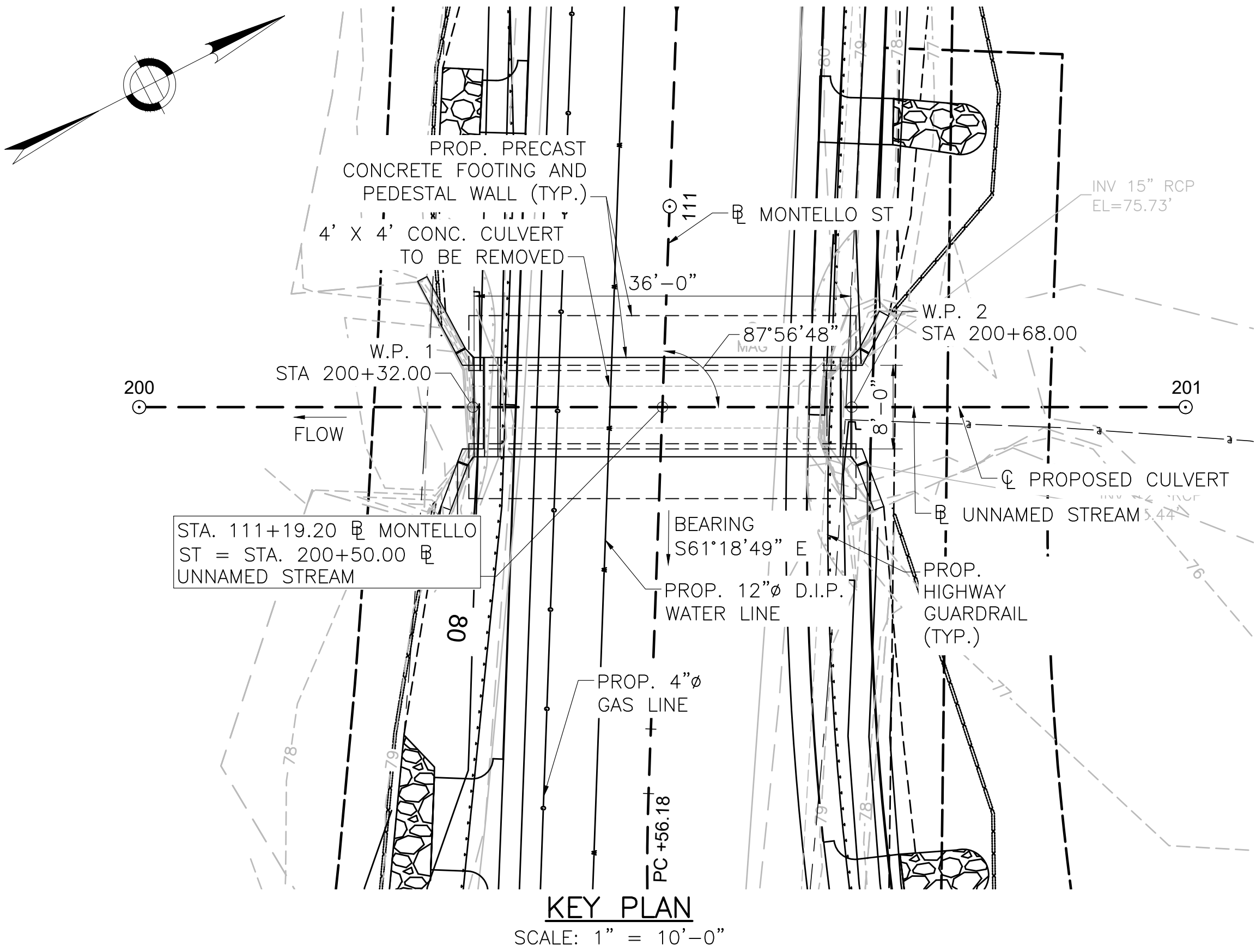
CONCRETE:
ALL CAST IN PLACE CONCRETE SHALL BE 4000 PSI $\frac{3}{4}$ ", 610 CEMENT
CONCRETE.
ALL PRECAST CONCRETE SHALL BE 5000 PSI, $\frac{3}{4}$ ", 705 CEMENT
CONCRETE.

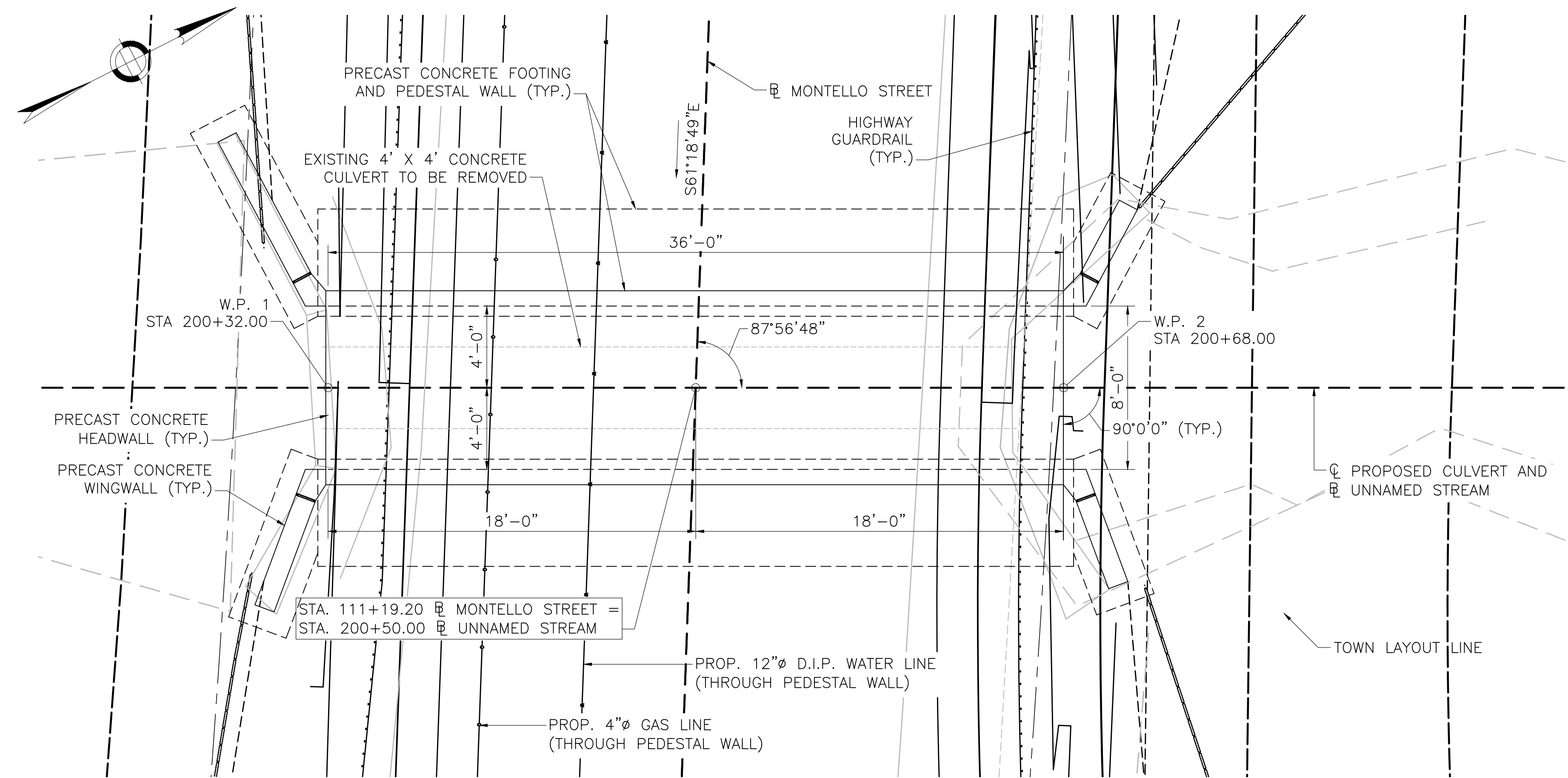
REINFORCEMENT:
REINFORCING STEEL SHALL BE EPOXY COATED AND SHALL CONFORM
TO THE REQUIREMENTS OF AASHTO M31 GRADE 60.

SUBSTRUCTURE DESIGN:
PROPOSED BRIDGE SUBSTRUCTURES INCLUDING FOOTINGS AND
PEDESTAL WALLS ARE SHOWN AS PRELIMINARY ONLY. FINAL FOOTING
DESIGN BY CULVERT MANUFACTURER. SEE GEOTECH
RECOMMENDATIONS.

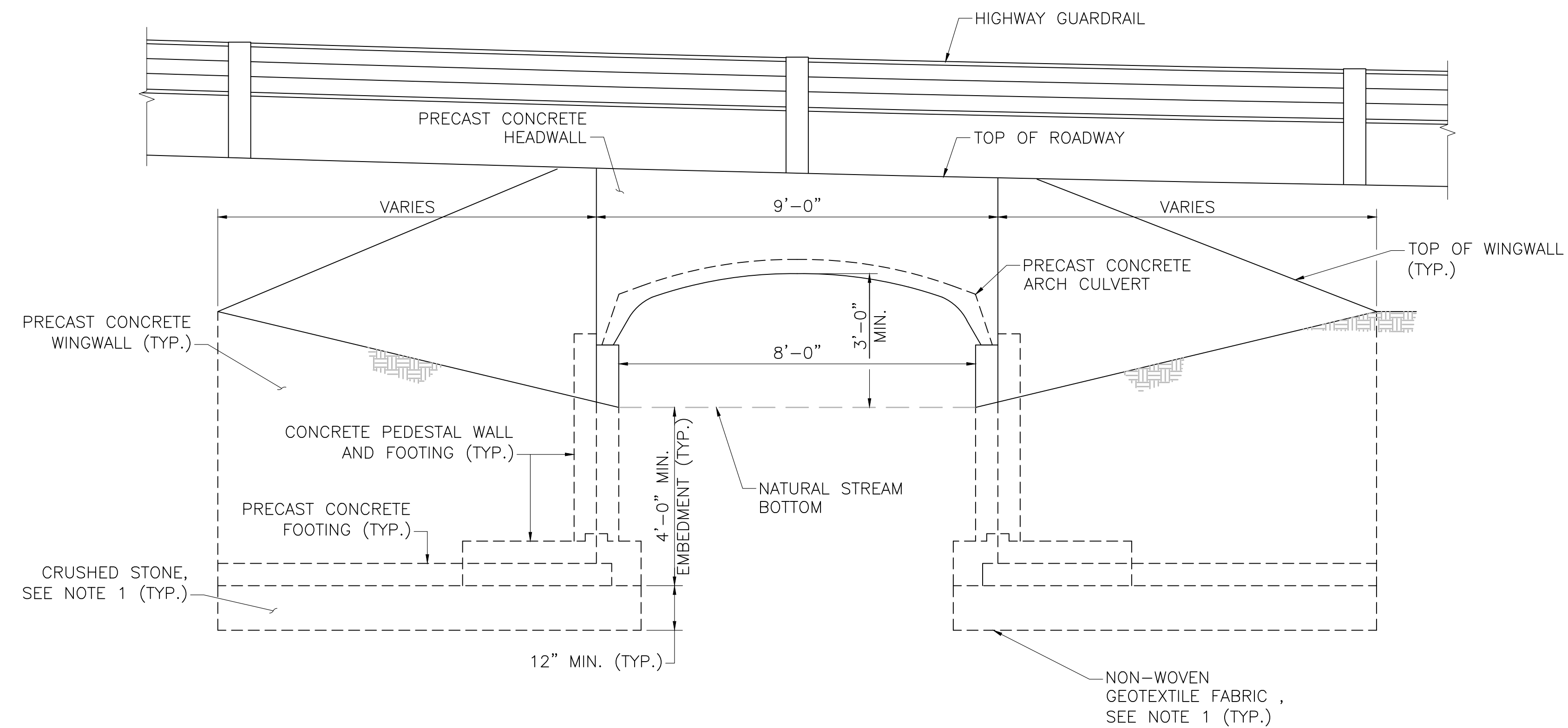
SURVEY AND EXISTING CONDITIONS:
THE EXISTING CONDITIONS SHOWN ON THIS PLAN WERE DEVELOPED
FROM ACTUAL FIELD SURVEY CONDUCTED BY VHB, INC. BETWEEN JUNE
2020 AND OCTOBER 2020. THE HORIZONTAL CONTROL IS BASED ON
THE MASSACHUSETTS MAINLAND STATE PLANE COORDINATE SYSTEM
AND THE NATIONAL GEODETIC SURVEY (NAD83). ALL ELEVATION IS US
FEET, REFERENCED TO THE NORTH AMERICA VERTICAL DATUM OF 1988
(NAVD88).

DEMOLITION AND CONSTRUCTION:
ALL EXISTING MATERIALS REMOVED AND NOT REUSED AND ALL WASTE
MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
CONTAMINATED WASTE SHALL BE DISPOSED OF OFF SITE AT AN
APPROVED FACILITY.
ALL UNSUITABLE MATERIALS SHALL BE REMOVED WITHIN THE LIMITS OF
THE FOUNDATIONS OF THE STRUCTURE, AS DIRECTED BY THE
RESIDENT ENGINEER. BACKFILL WITH GRAVEL BORROW FOR BRIDGE
FOUNDATIONS.
BURIED EXISTING BRIDGE COMPONENTS MAY BE ENCOUNTERED DURING
EXCAVATION AND SHALL BE REMOVED AS UNCLASSIFIED EXCAVATION.
TEMPORARY SHEETING MAY BE REQUIRED AT THE OPTION OF THE
CONTRACTOR.
BACKFILL AROUND PROPOSED SUBSTRUCTURE SHALL BE GRAVEL
BORROW FOR BACKFILLING STRUCTURES AND PIPES.
THE CONTRACTOR SHALL TAKE THE PROPER PRECAUTIONS TO ENSURE
THE STABILITY AND SAFE PERFORMANCE OF ALL STRUCTURAL
ELEMENTS DURING DEMOLITION AND CONSTRUCTION.
IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE ADEQUATE
SHIELDING DURING DEMOLITION AND CONSTRUCTION TO ADEQUATELY
PROTECT WORKERS.
ANY DAMAGE TO REMAINING EXISTING COMPONENTS THAT IS CAUSED
BY THE CONTRACTOR'S ACTIVITY SHALL BE REPAIRED OR REPLACED BY
THE CONTRACTOR, AT NO ADDITIONAL EXPENSE.



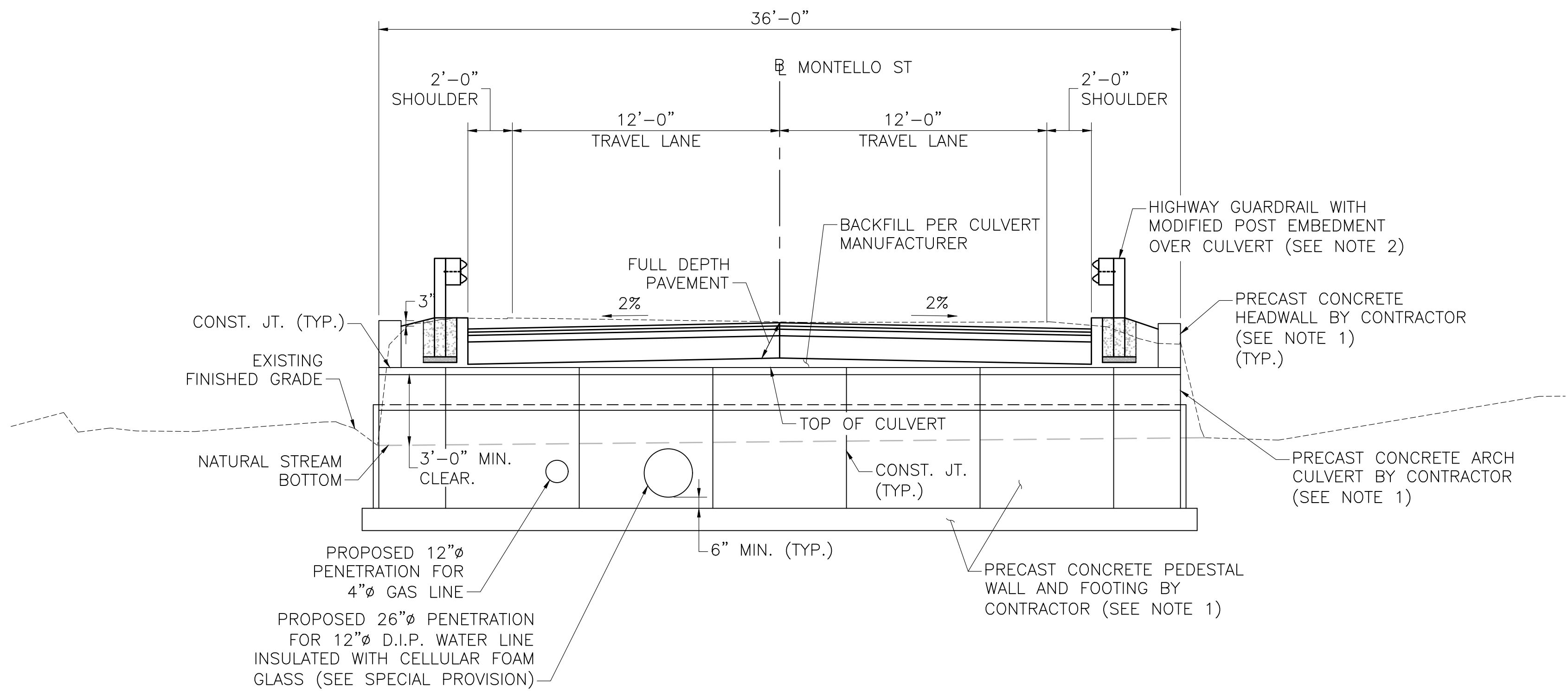


GENERAL PLAN
SCALE: $\frac{1}{4}" = 1'-0"$

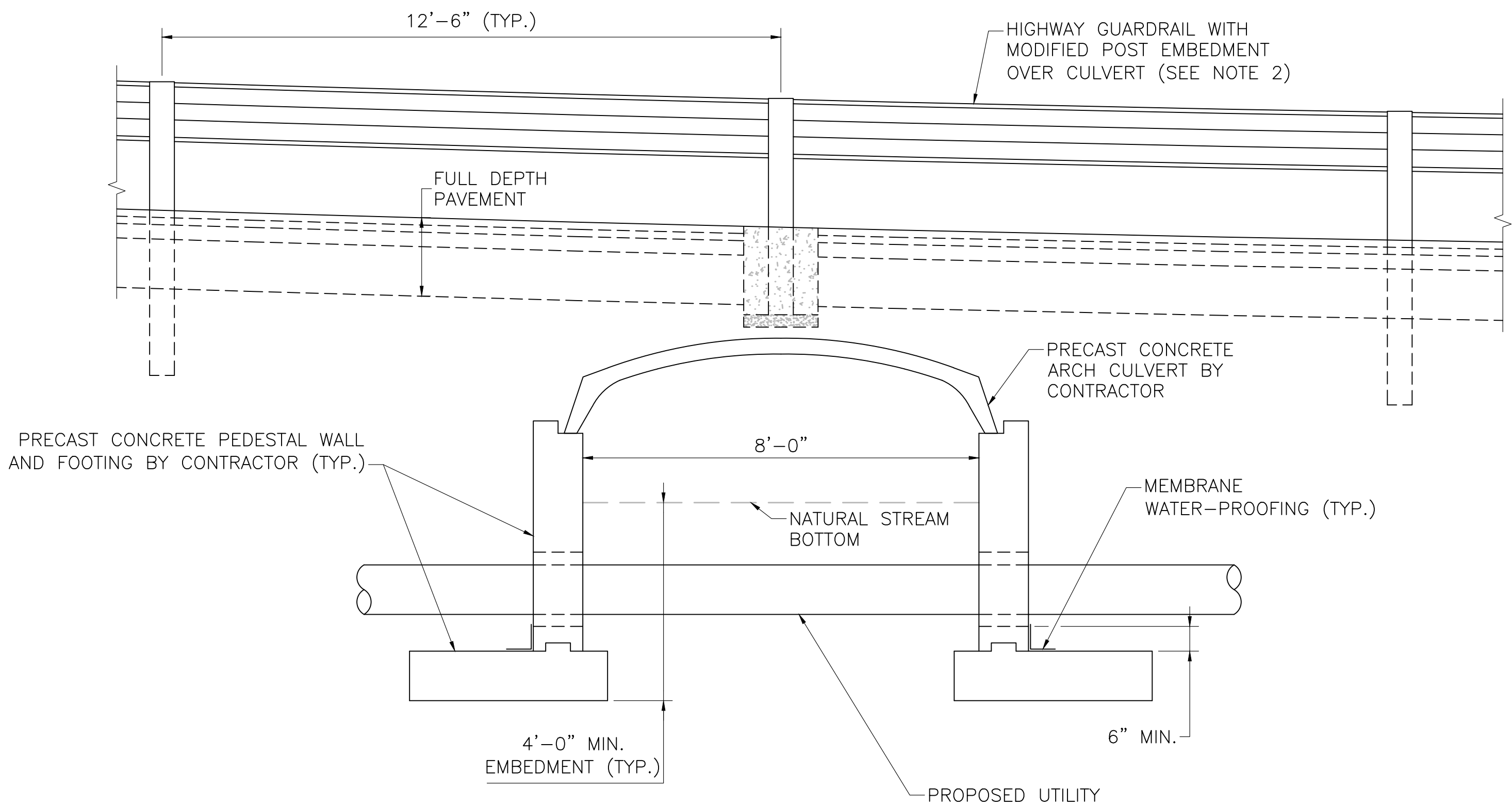


TYPICAL ELEVATION
SCALE: $\frac{1}{2}" = 1'-0"$

NOTES:
1. PER GEOTECHNICAL MEMO DATED FEBRUARY 12, 2021, FOOTING SUBGRADE SHALL BE OVEREXCAVATED BY 12 INCHES. A NON-WOVEN GEOTEXTILE FABRIC SHALL BE PLACED AT THE BOTTOM OF EXCAVATION AND BACKFILLED TO THE FOOTING SUBGRADE WITH 1.5" CRUSHED STONE OR LEAN CONCRETE.



LONGITUDINAL SECTION
SCALE: $\frac{1}{4}" = 1'-0"$

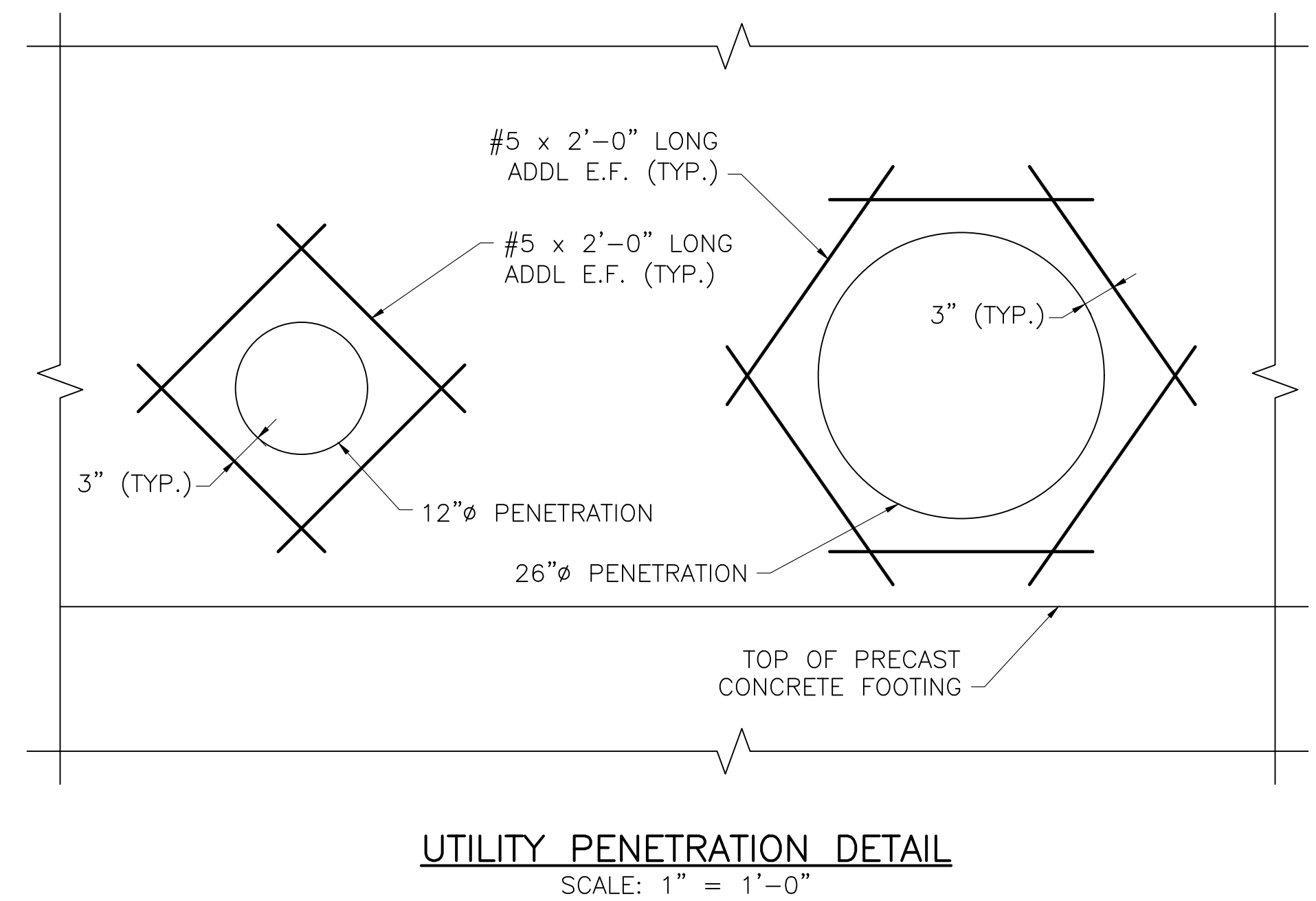
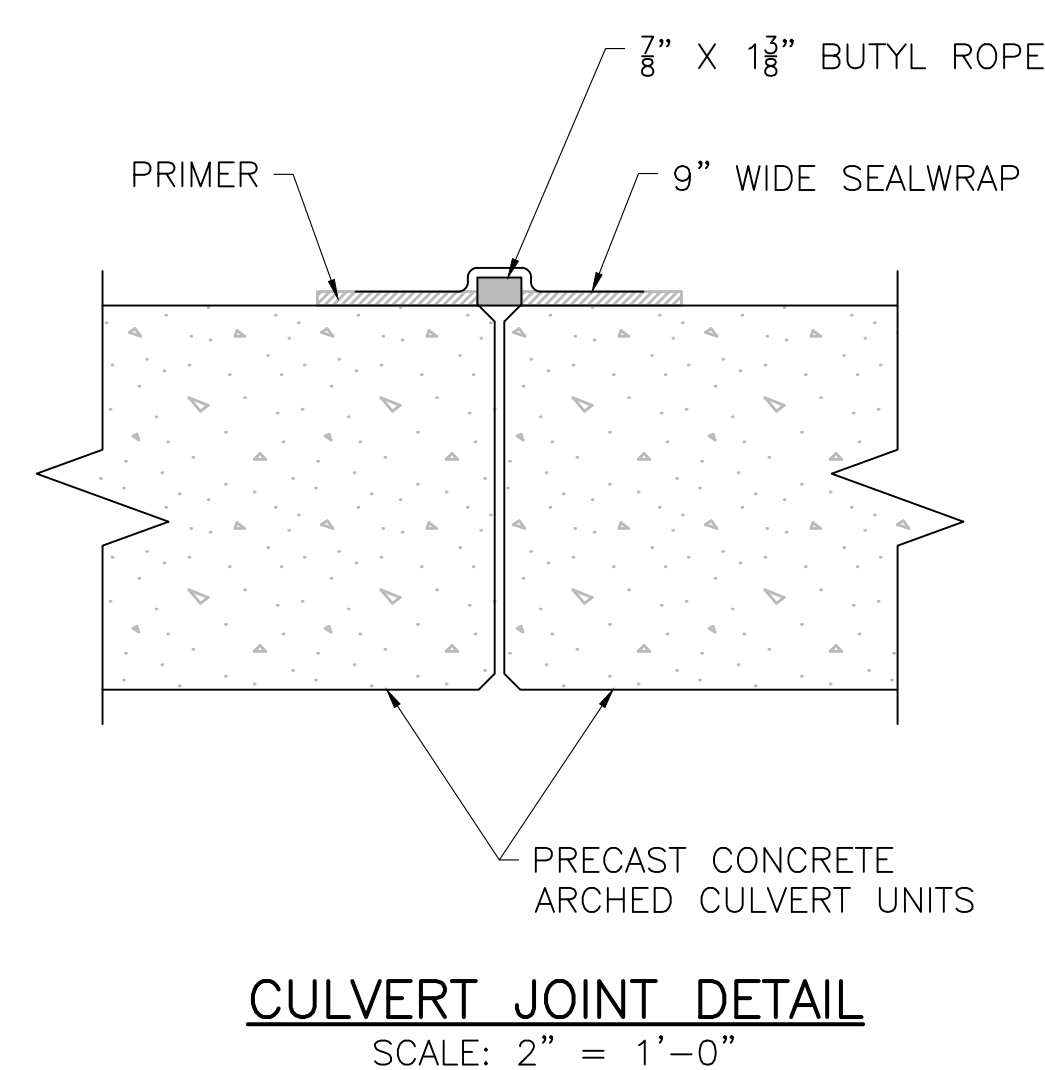
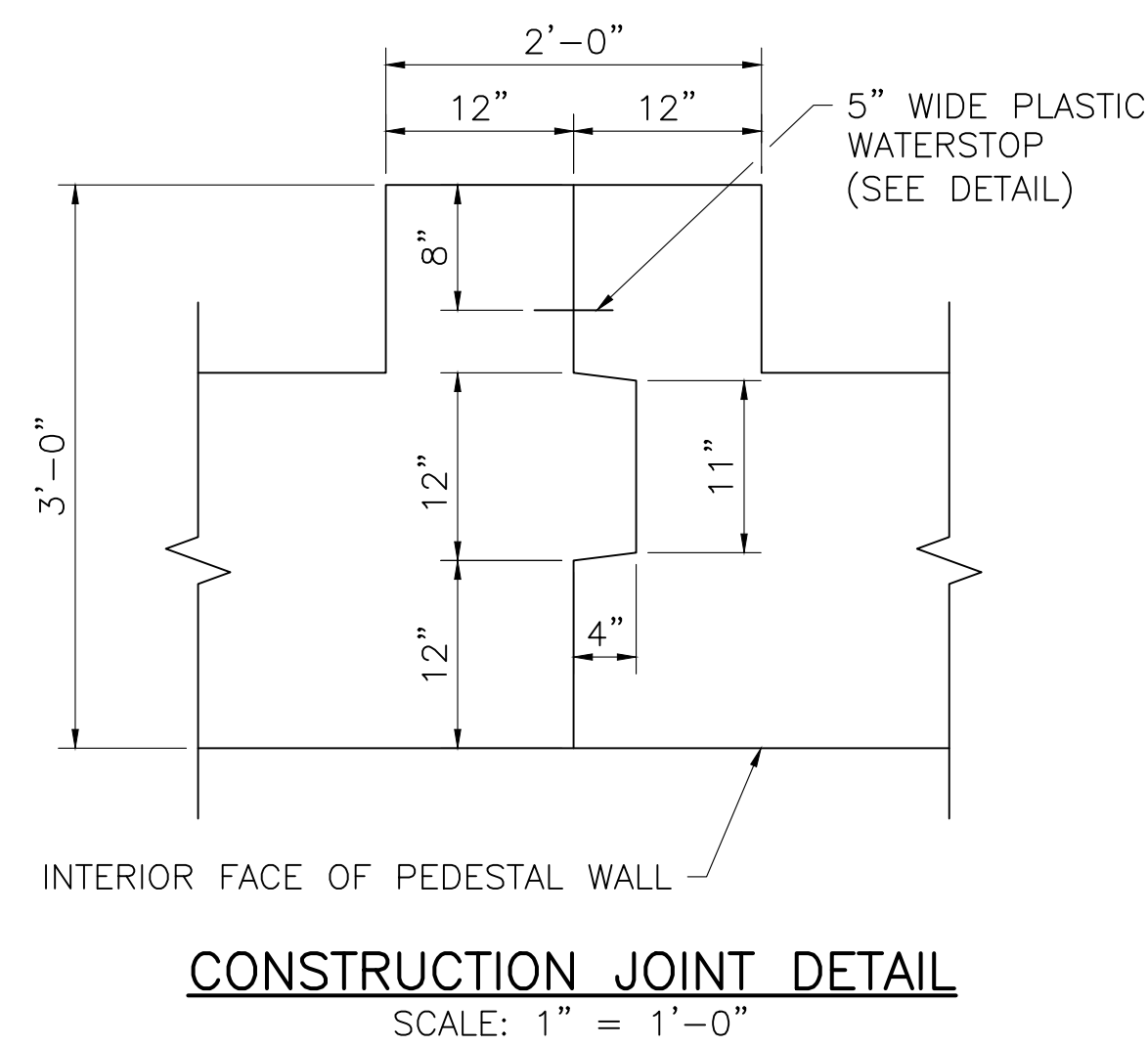
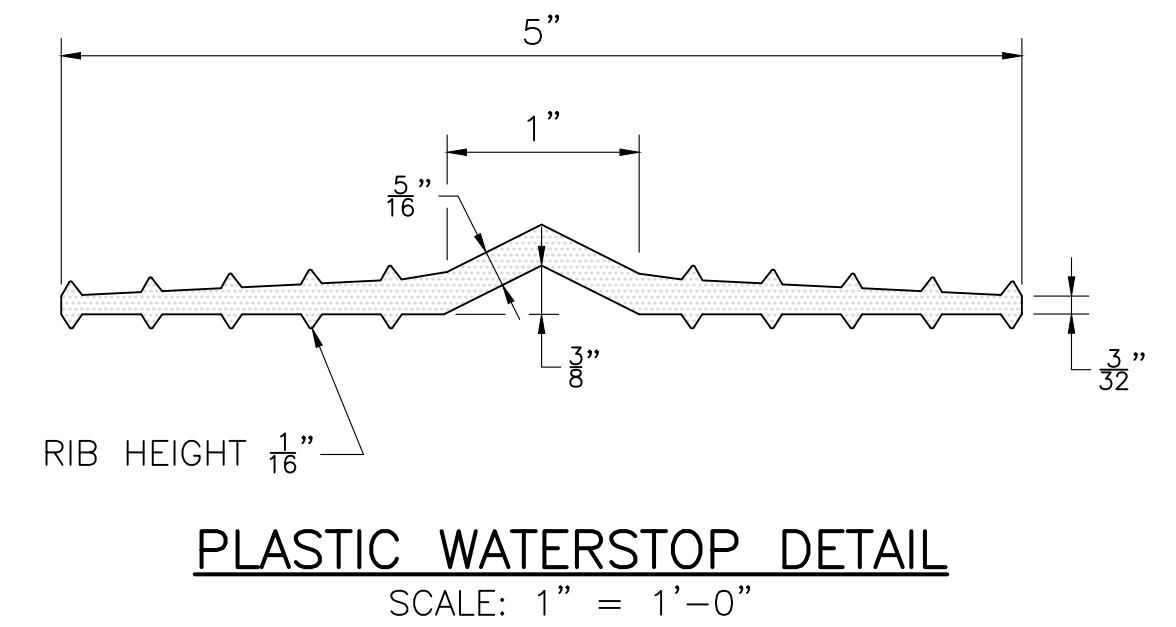
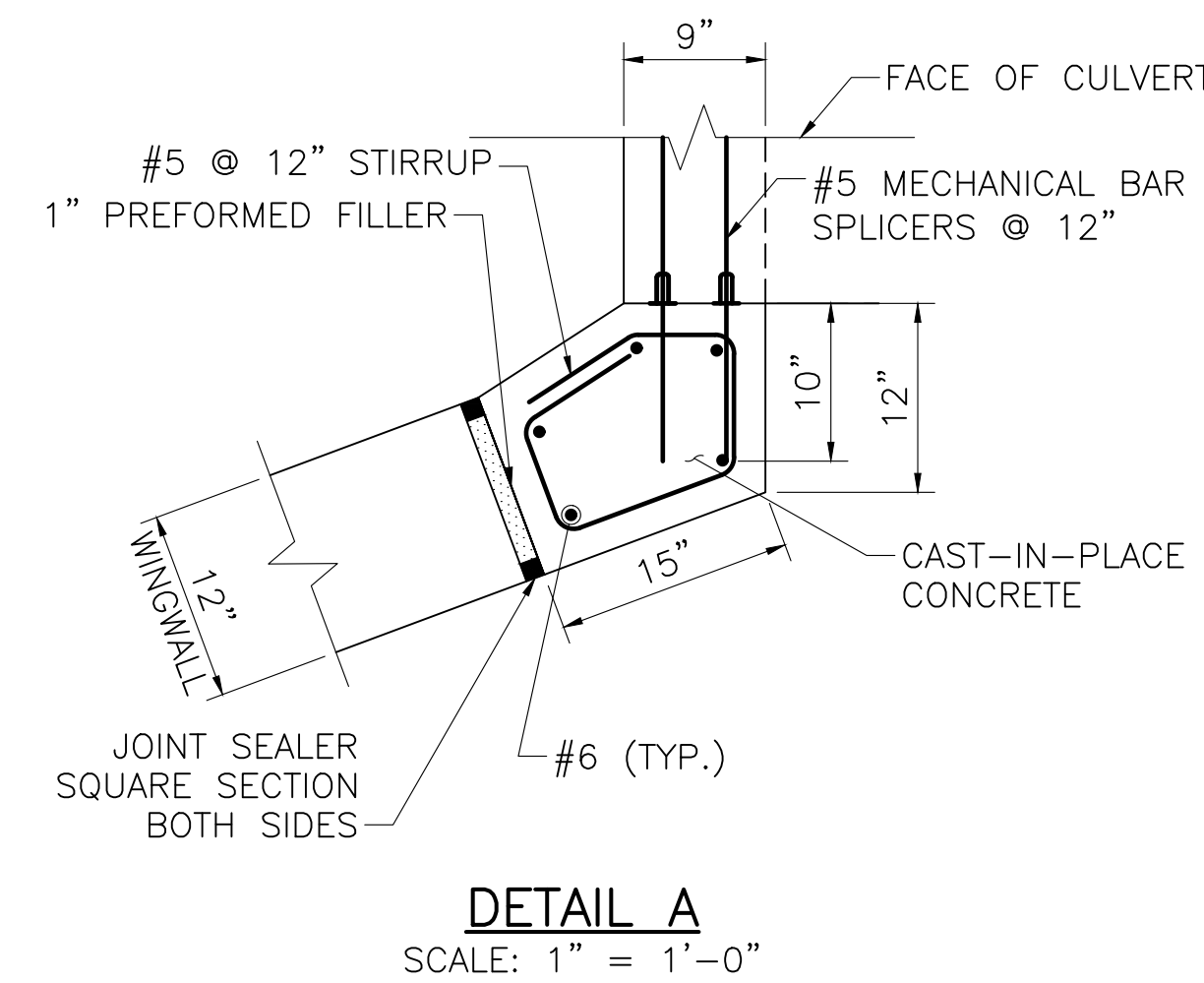
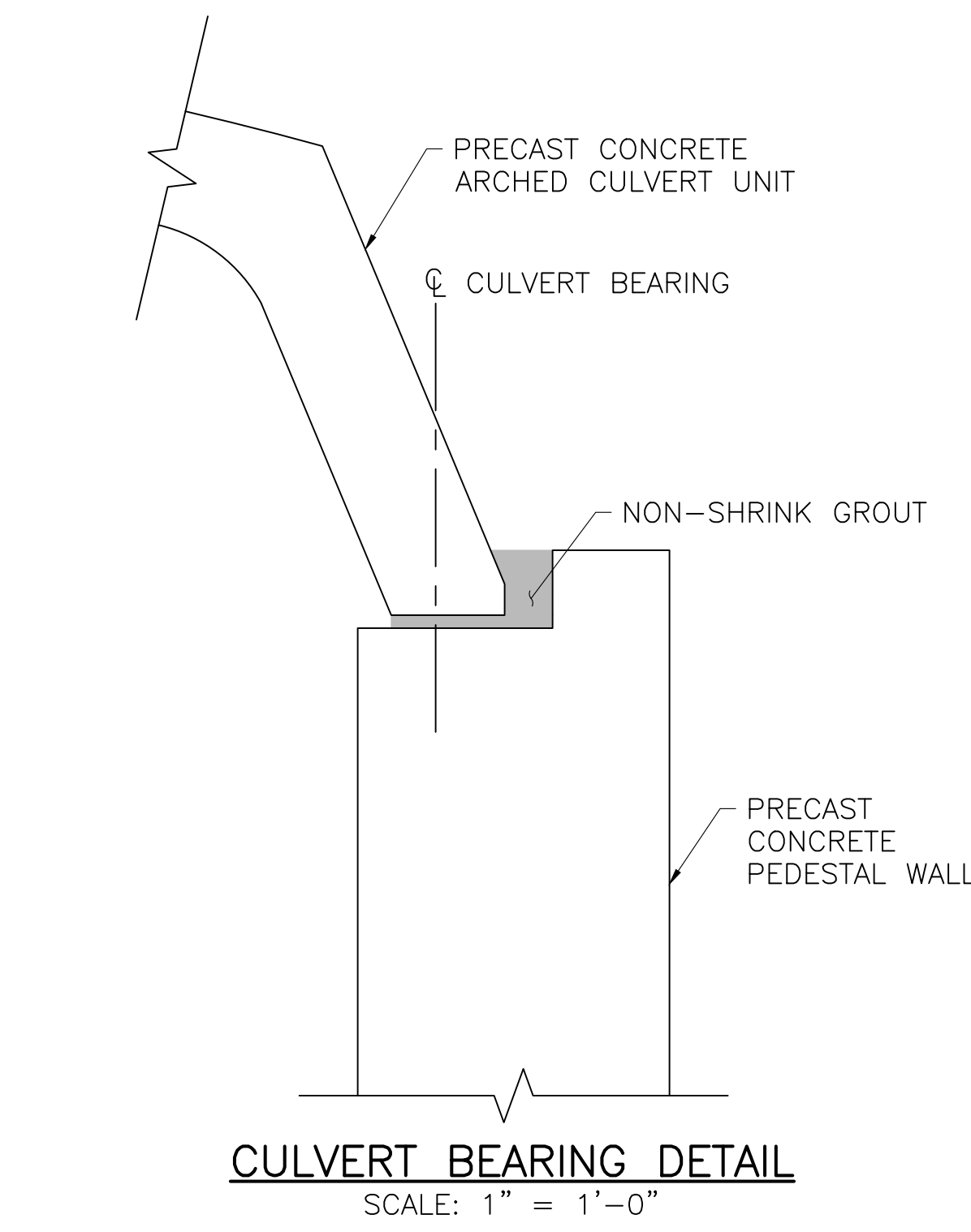
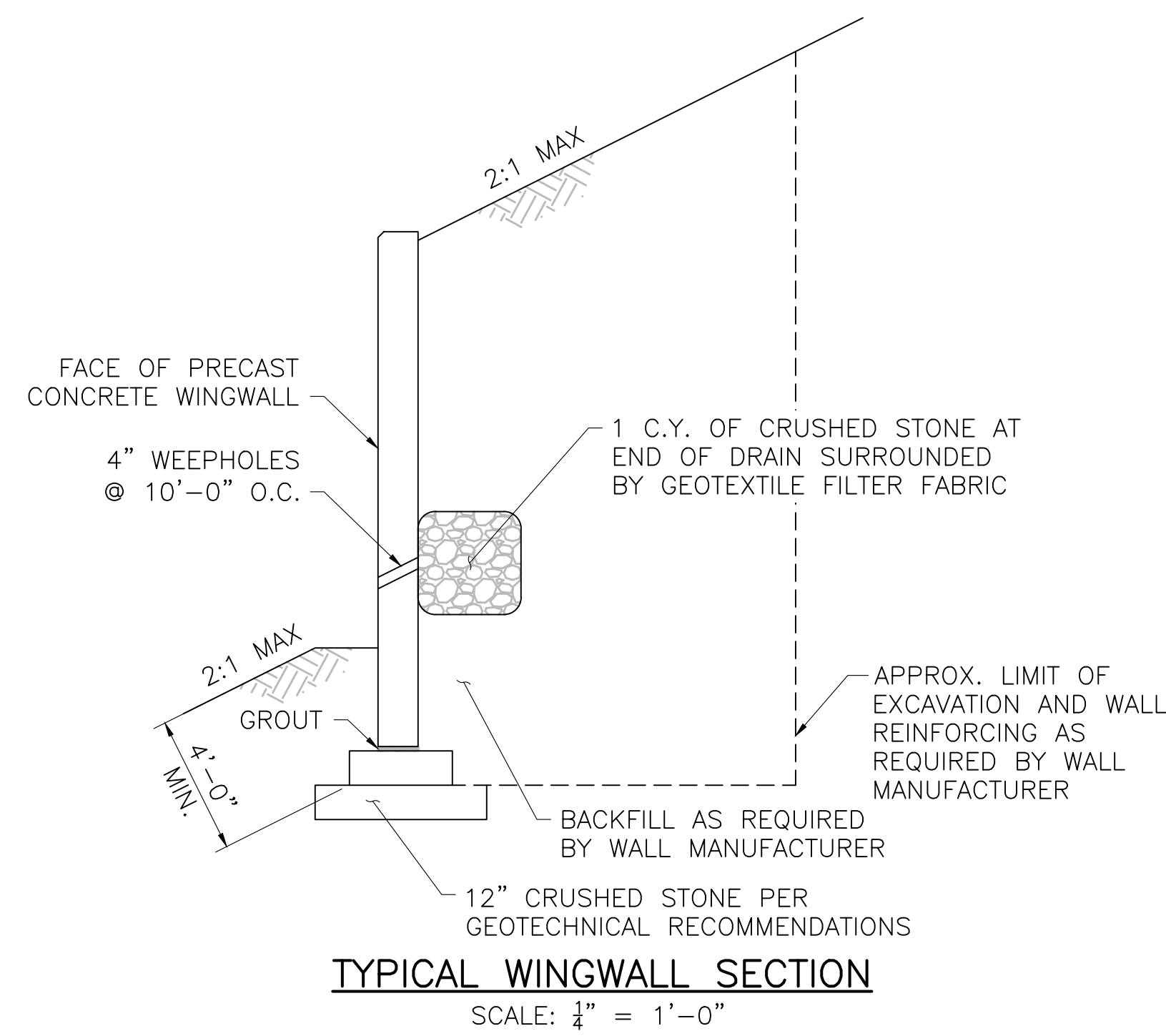
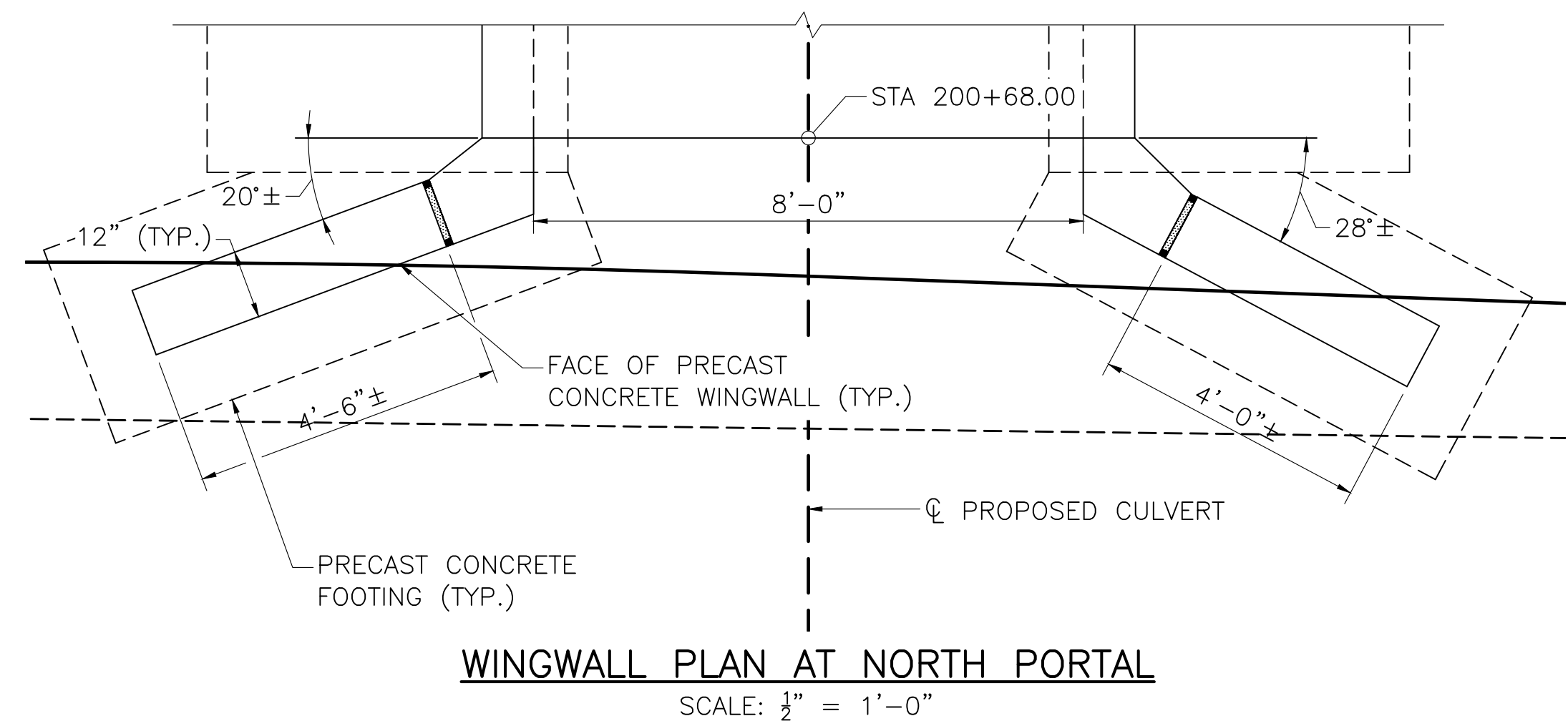
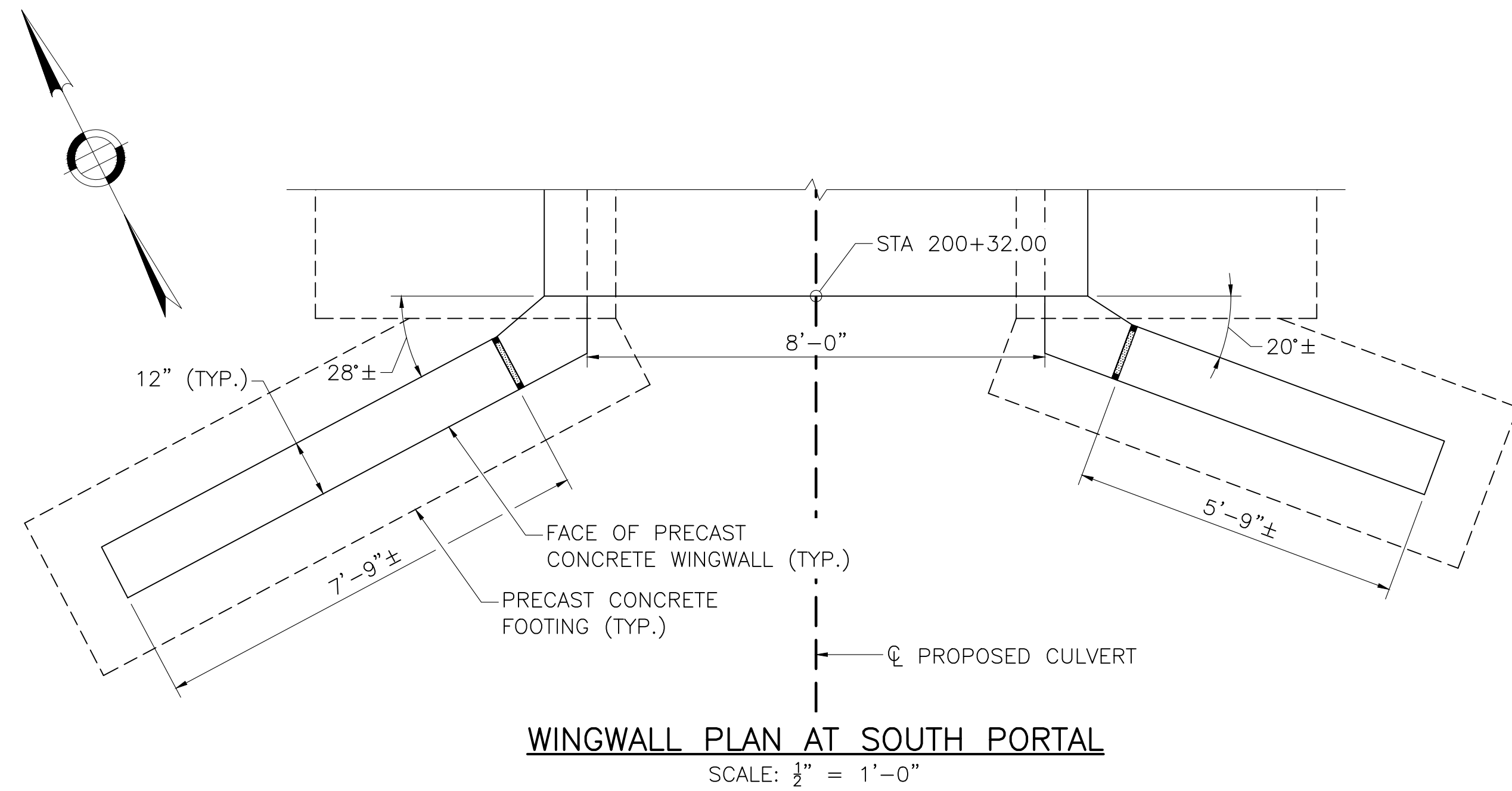


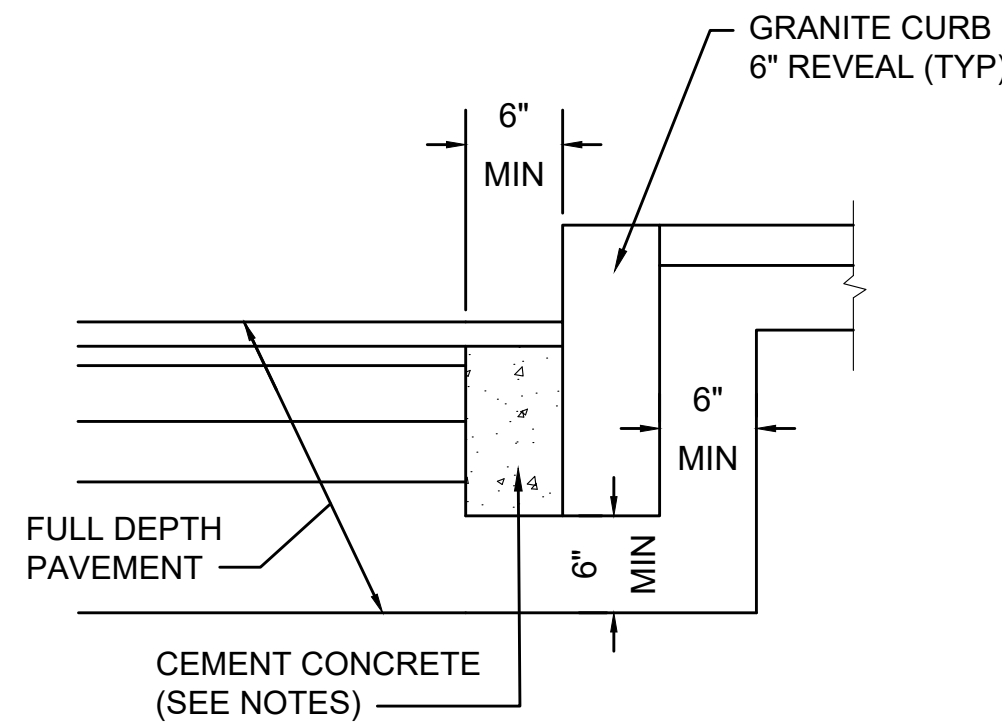
TRANSVERSE SECTION
SCALE: $\frac{1}{2}" = 1'-0"$

NOTES:

1. PRECAST CONCRETE ARCH CULVERT, PEDESTAL WALLS, AND FOOTINGS TO BE DESIGNED BY CONTRACTOR. ELEVATIONS MAY VARY DEPENDING ON CONTRACTOR DESIGN.
2. GUARDRAIL POST SHALL BE MODIFIED IN ACCORDANCE WITH MASSDOT DRAWING NO. 400.5.1 "ENCASED POST FOR SHALLOW MOUNT," DATED OCTOBER 2017.
3. THE FACTORED BEARING PRESSURE SHALL BE DETERMINED BY THE CONTRACTOR PER AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

THE FACTORED BEARING RESISTANCE SHALL BE CALCULATED AS A FUNCTION OF THE WIDTH OF THE FOOTING AS DESCRIBED IN THE GEOTECHNICAL MEMORANDUM DATED FEBRUARY 12, 2021 BY SANBORN, HEAD & ASSOCIATES, INC. FACTORED BEARING RESISTANCE IS THE PRODUCT OF THE NOMINAL BEARING RESISTANCE AND A RESISTANCE FACTOR OF 0.45.

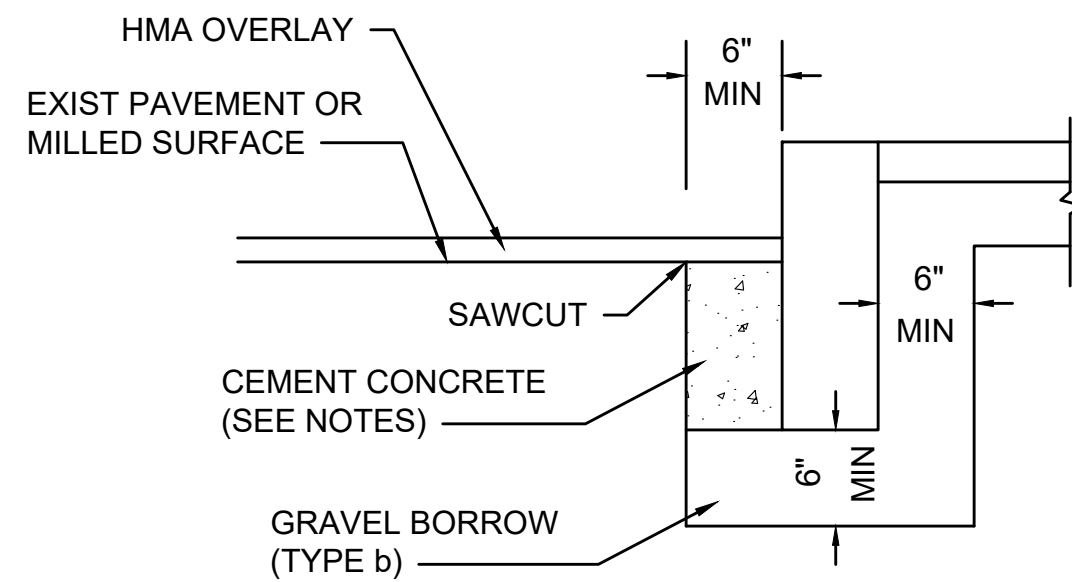




- NOTES:
1. TO BE PLACED IF CURB IS INSTALLED AFTER HOT MIX ASPHALT
 2. ANY DESIGNATED CEMENT CONCRETE THAT IS ACCEPTABLE UNDER SECTION M4 OF THE STANDARD SPECIFICATIONS MAY BE USED. ALL TEST REQUIREMENTS ARE WAIVED. HOT MIX ASPHALT SHALL NOT BE USED AS A SUBSTITUTE.
 3. CEMENT CONCRETE SHALL BE INCLUDED IN THE BID PRICE FOR GRANITE CURB.

GRANITE CURB IN FULL DEPTH PAVEMENT

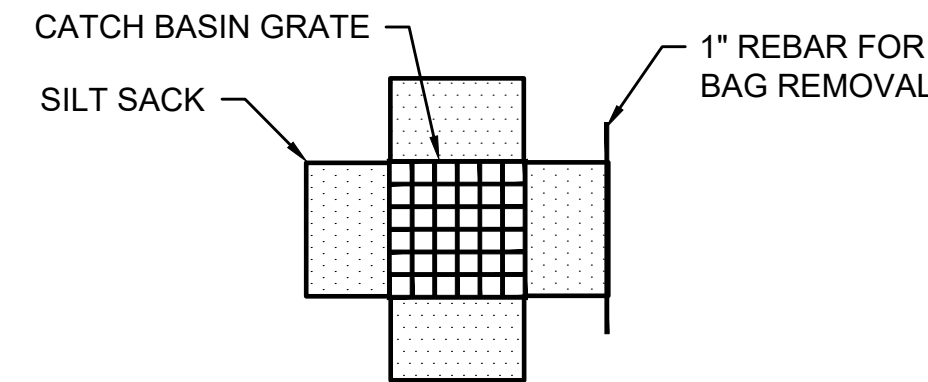
SCALE: N.T.S.



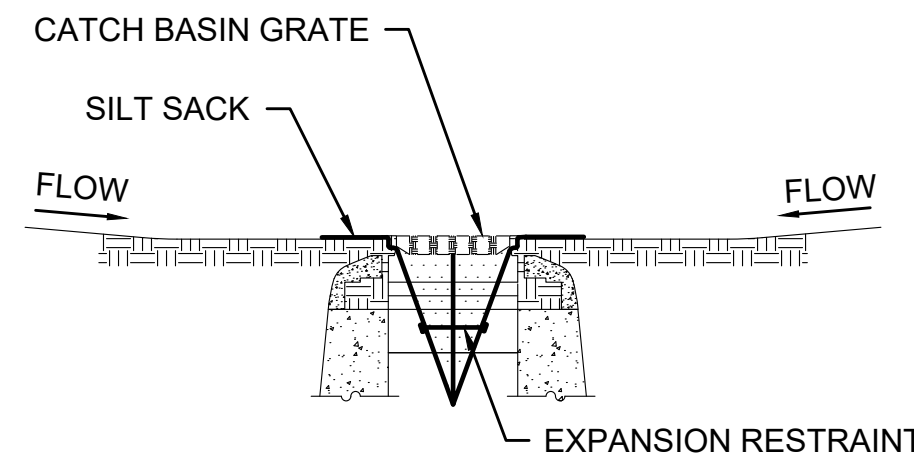
- NOTES:
1. SAWCUT 6" FROM CURB LINE AND REMOVE EXISTING PAVEMENT AND GRAVEL. REPLACE WITH CEMENT CONCRETE.
 2. ANY DESIGNATED CEMENT CONCRETE THAT IS ACCEPTABLE UNDER SECTION M4 OF THE STANDARD SPECIFICATIONS MAY BE USED. ALL TEST REQUIREMENTS ARE WAIVED. HOT MIX ASPHALT SHALL NOT BE USED AS A SUBSTITUTE.
 3. CEMENT CONCRETE SHALL BE INCLUDED IN THE BID PRICE FOR GRANITE CURB.

GRANITE CURB IN EXISTING PAVEMENT - WITH OVERLAY

SCALE: N.T.S.



PLAN VIEW

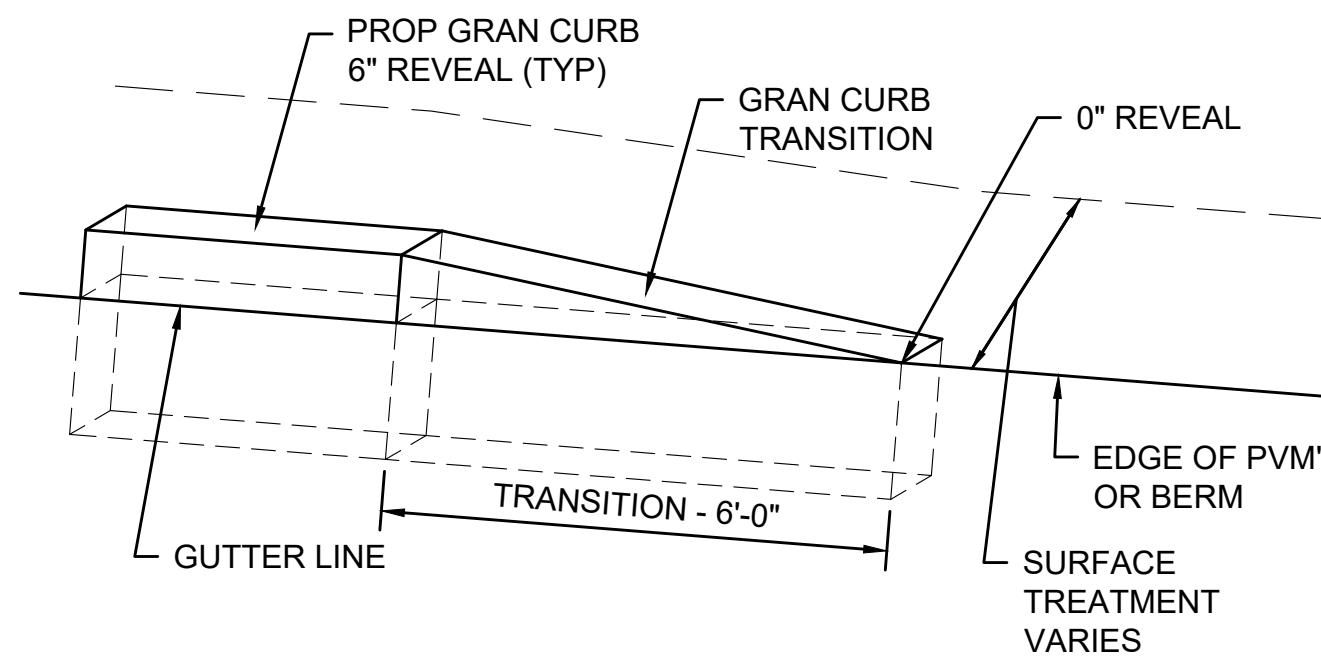


SECTION VIEW

- NOTES:
1. INSTALL SILT SACK IN EXISTING CATCH BASINS, BEFORE COMMENCING WORK, AND IN NEW CATCH BASINS IMMEDIATELY AFTER INSTALLATION OF STRUCTURE. MAINTAIN UNTIL BINDER COURSE PAVING IS COMPLETE OR A PERMANENT STAND OF GRASS HAS BEEN ESTABLISHED.
 2. GRATE TO BE PLACED OVER SILT SACK.
 3. SILT SACK SHALL BE INSPECTED PERIODICALLY AND AFTER ALL STORM EVENTS AND CLEANING OR REPLACEMENT SHALL BE PERFORMED

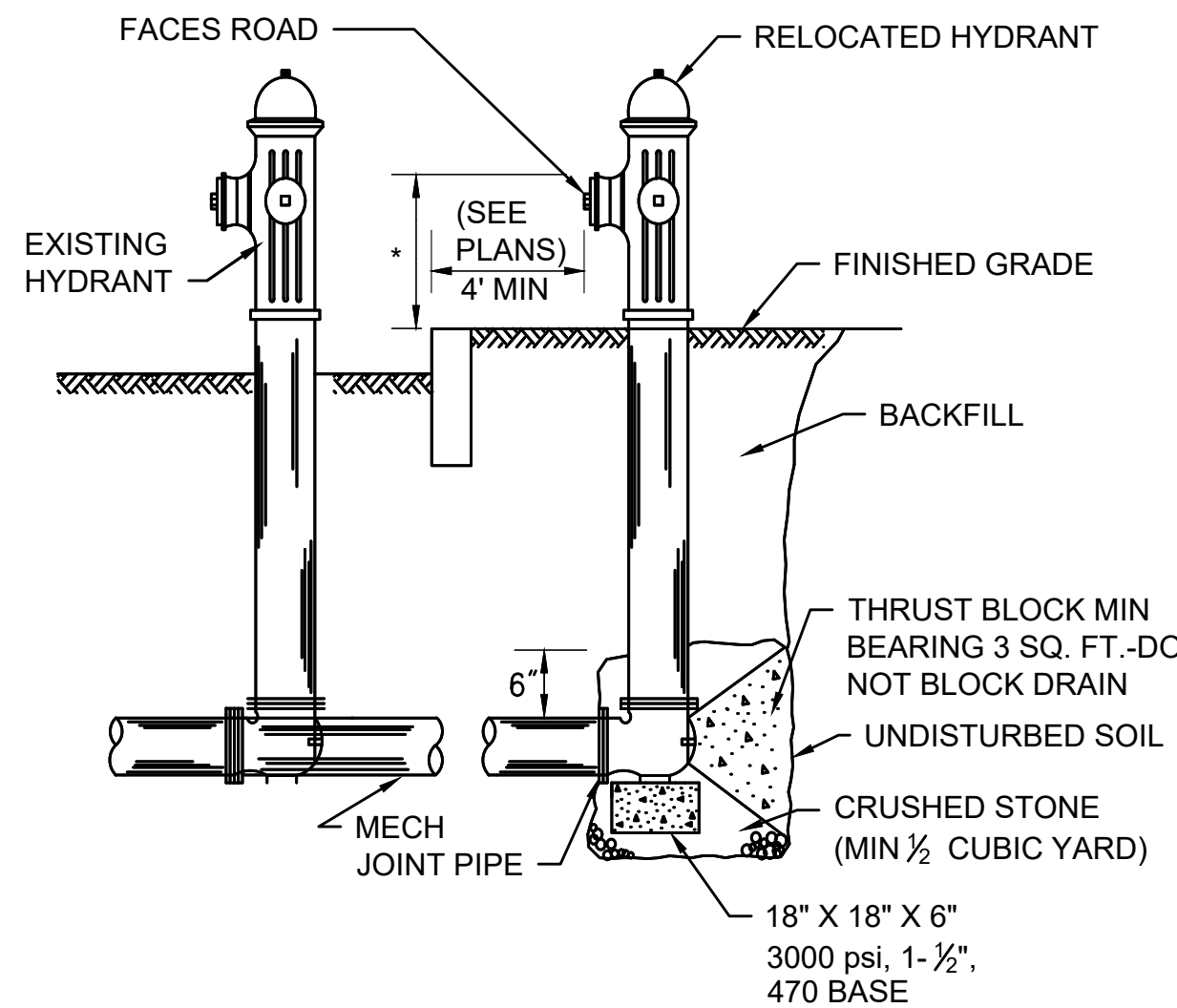
INLET PROTECTION - SILT SACK IN CATCH BASIN

SCALE: N.T.S.



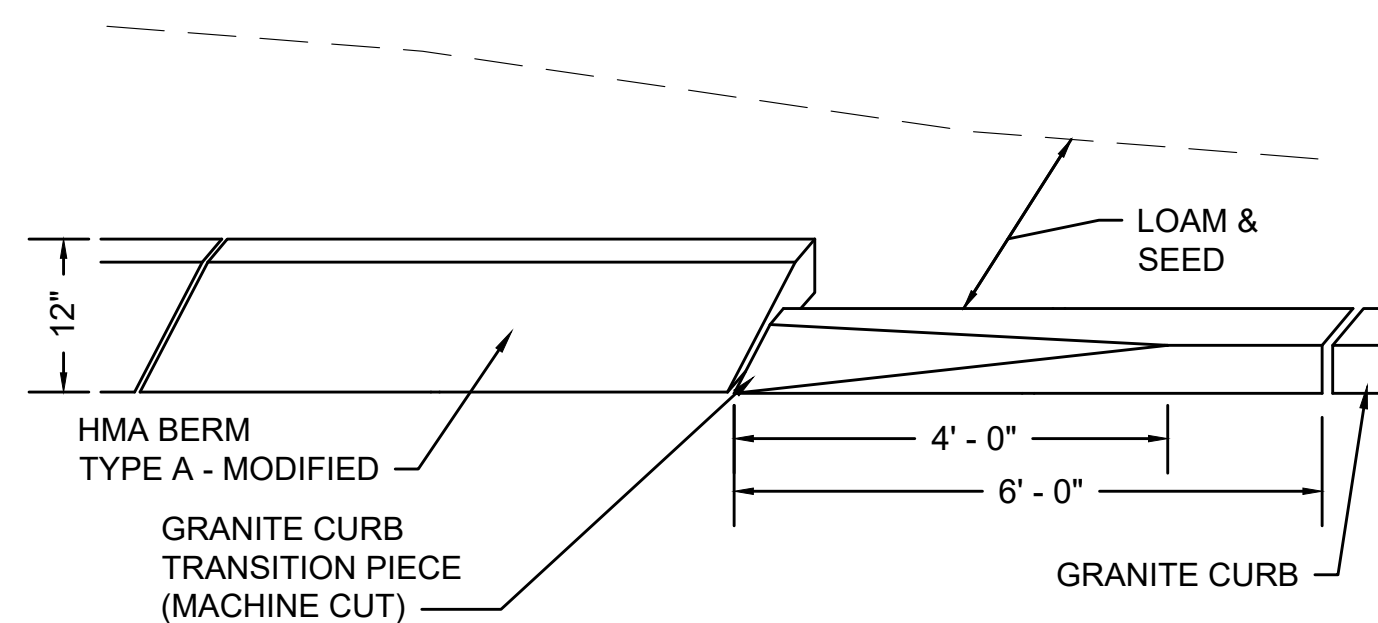
GRANITE CURB TRANSITION PIECE

SCALE: N.T.S.



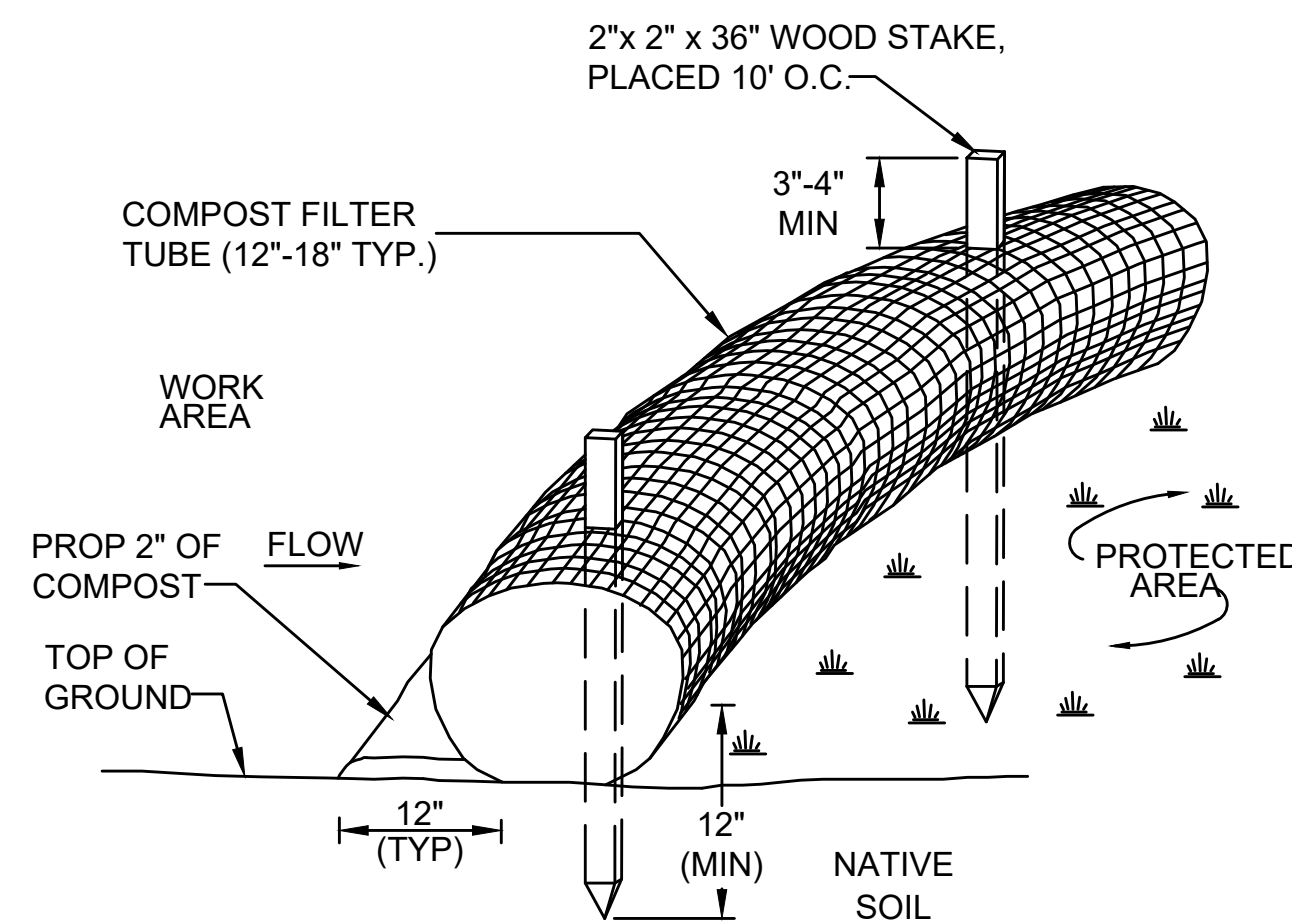
HYDRANT RELOCATION

SCALE: NTS



GRANITE CURB SPLAYED END

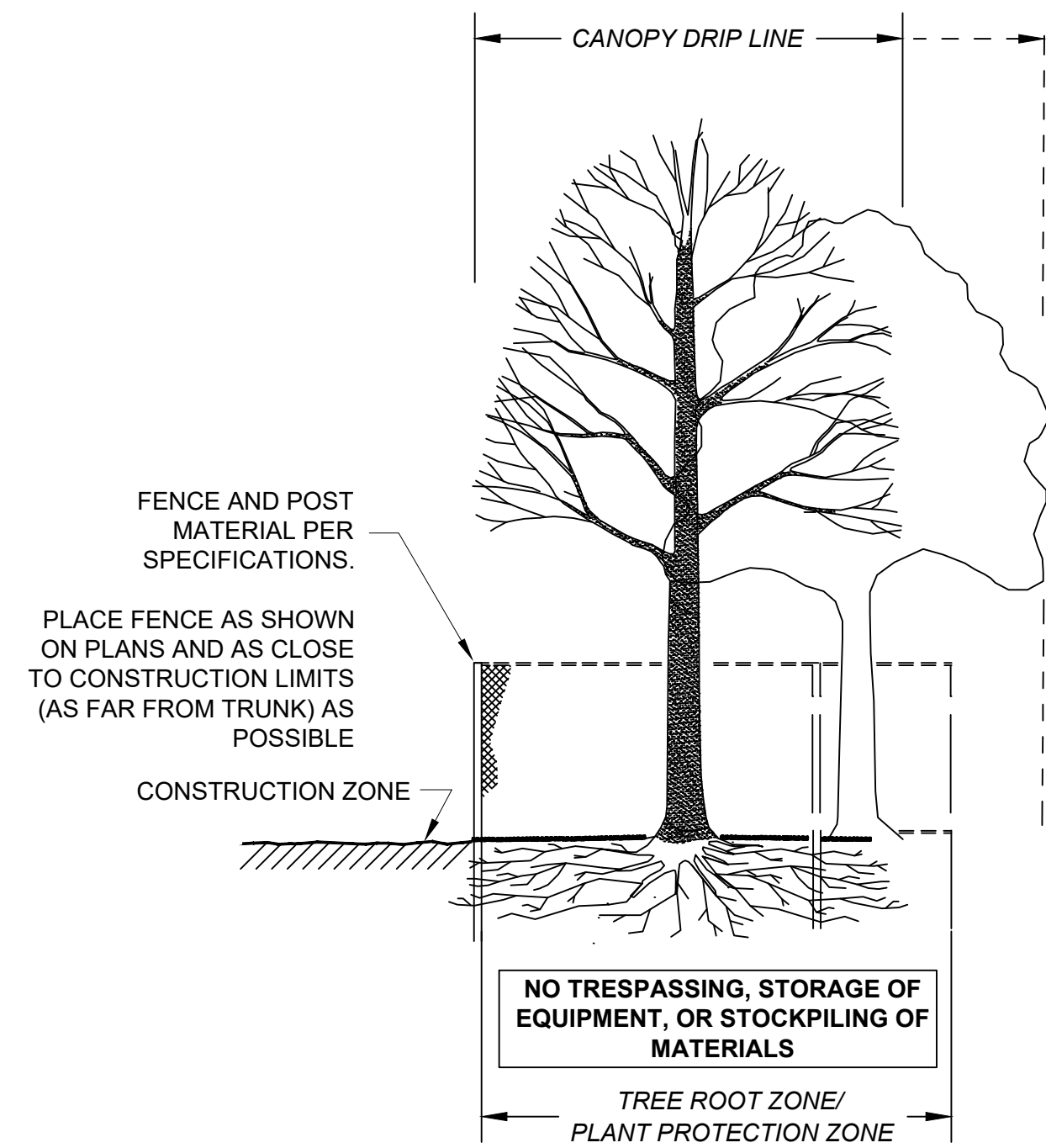
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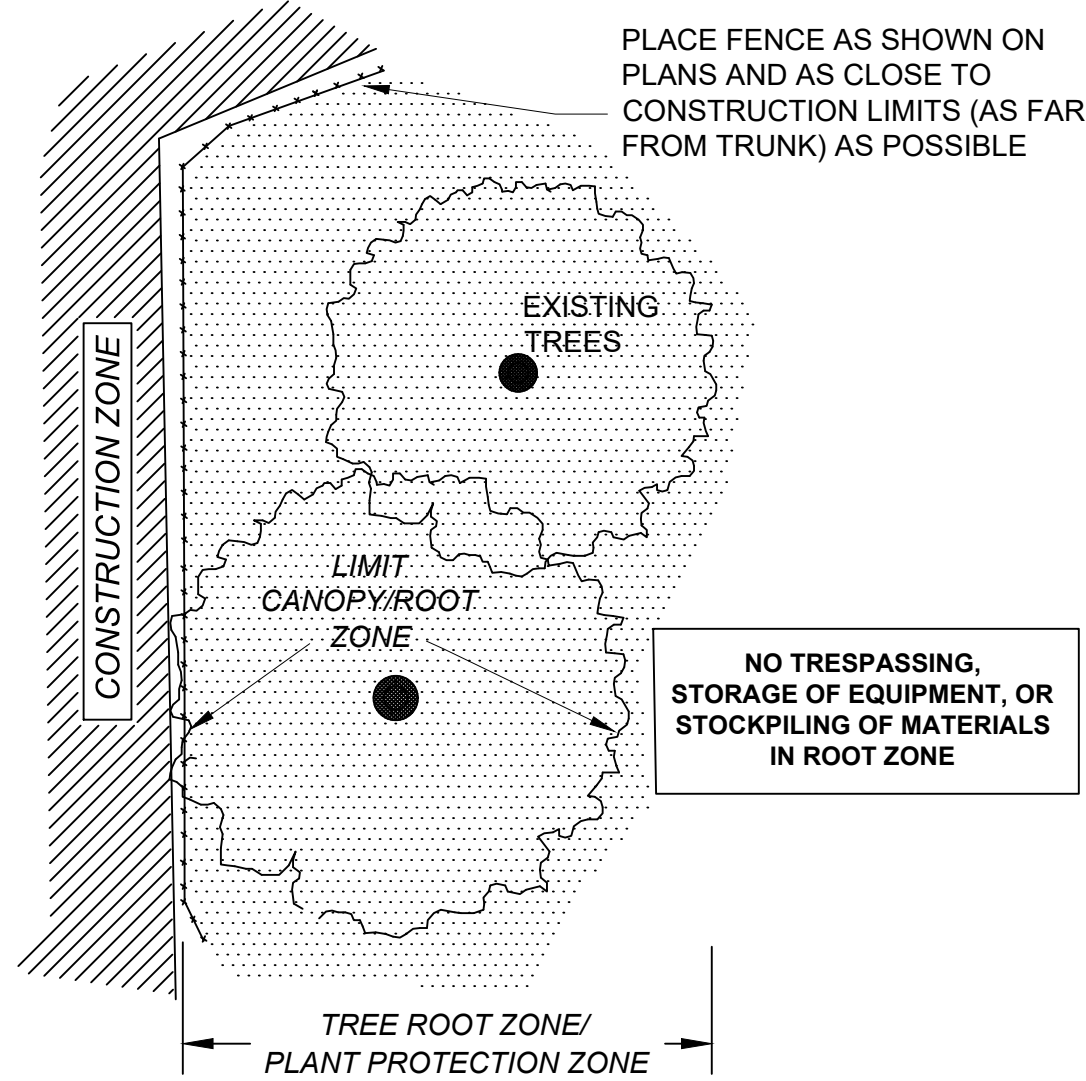
- NOTES:
1. FILTER TUBE SHALL BE FILLED BY BLOWN IN ORGANIC COMPOST AND PLACED AS ILLUSTRATED ON THE PROJECT PLANS.
 2. COMPOST FILTER TUBES SHALL BE INSPECTED PERIODICALLY AND AFTER ALL STORM EVENTS, AND REPAIRED OR REPLACED AS NEEDED.
 3. AT COMPLETION OF PROJECT, COMPOST FILTER TUBES SHALL BE CUT OPEN AND COMPOST MATERIAL SHALL BE DISPERSED ON SITE, AS DETERMINED BY THE ENGINEER.
 4. THE EMPTY FILTER TUBE FABRIC SHALL BE COLLECTED AND DISPOSED OF PROPERLY.

COMPOST FILTER TUBE

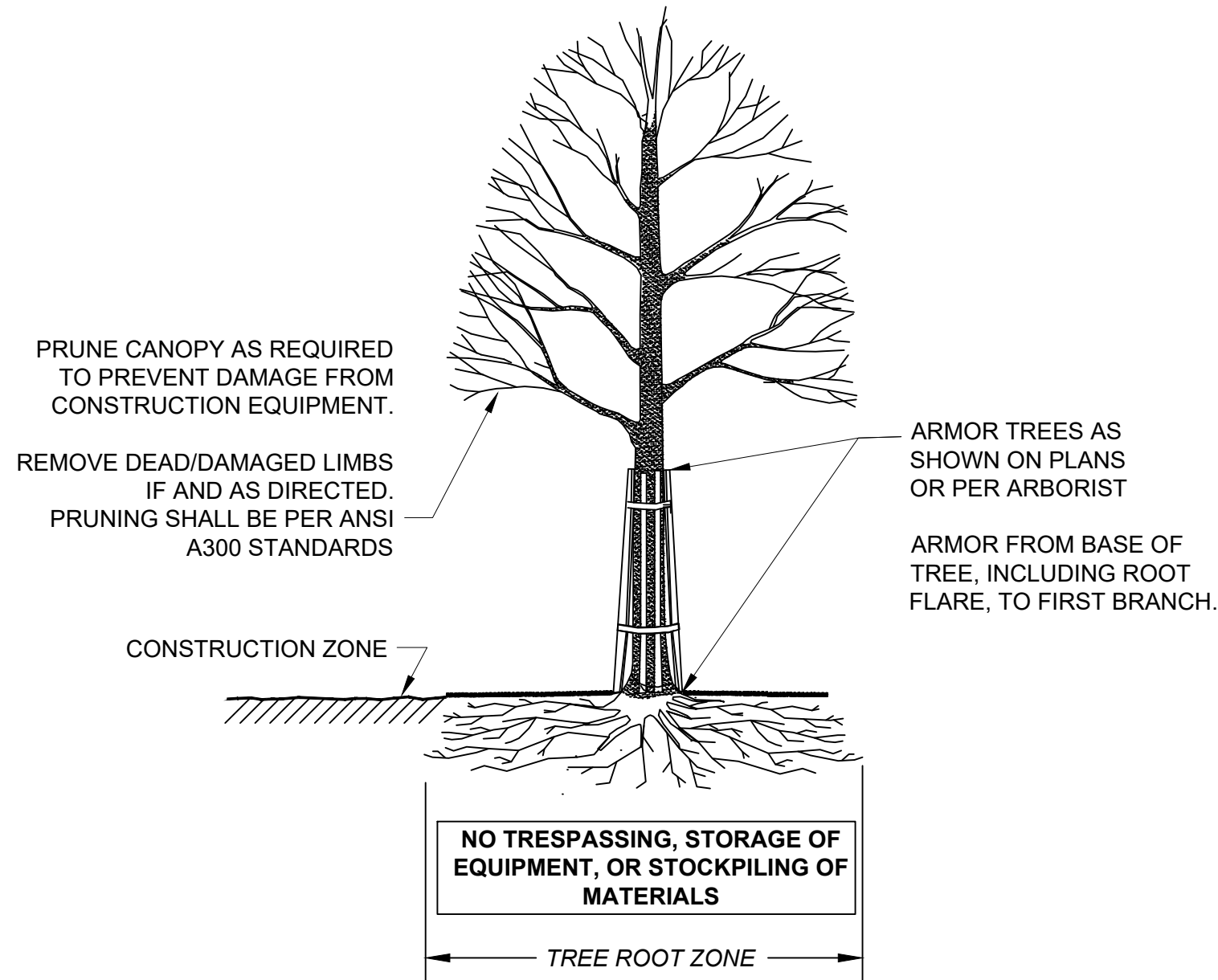
SCALE: N.T.S.



SECTION - FENCE PROTECTION OF ROOT ZONE



PLAN VIEW - FENCE PROTECTION OF ROOT ZONE



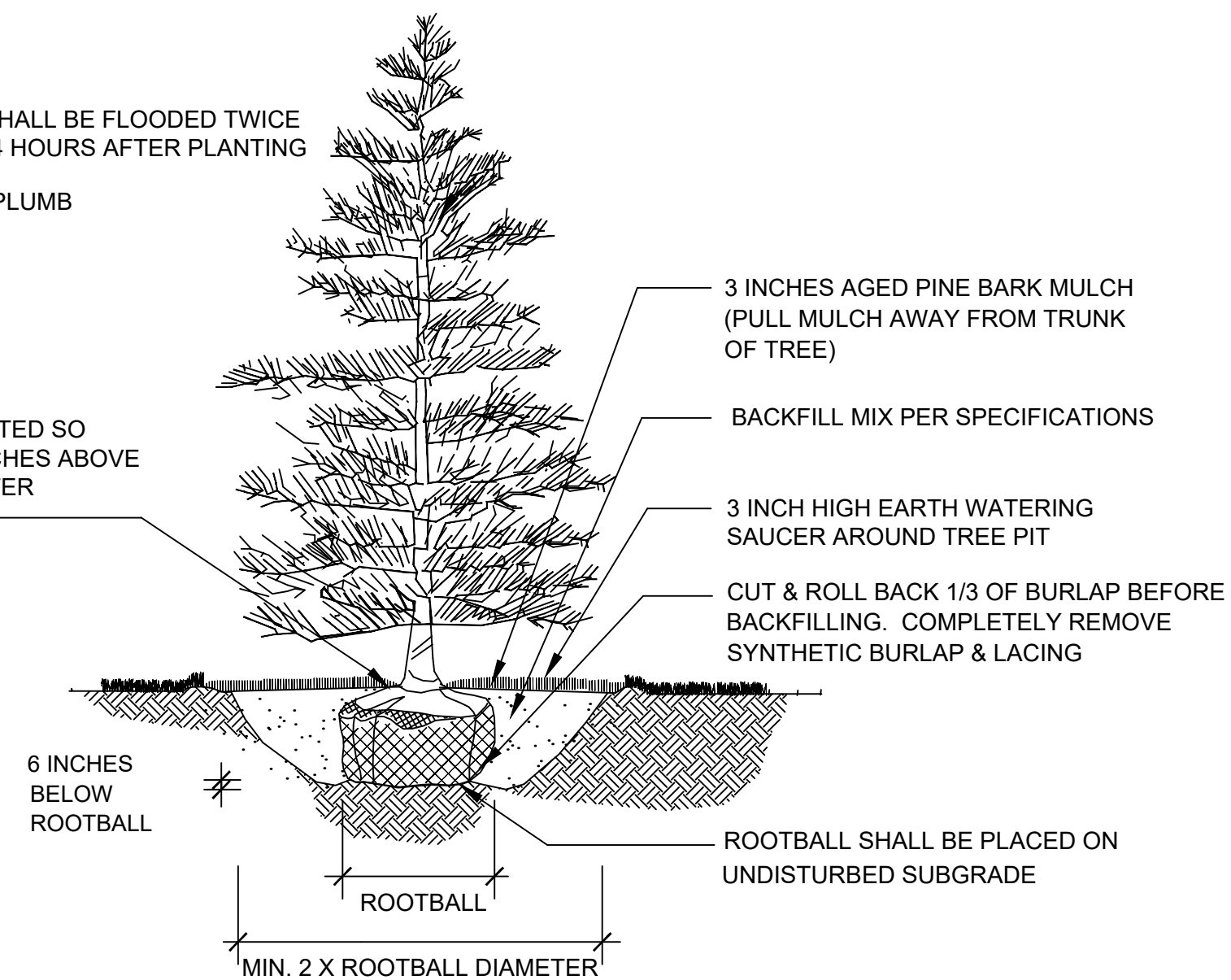
SECTION - TRUNK ARMORING & PRUNING

WATERING SAUCER SHALL BE FLOODED TWICE DURING THE FIRST 24 HOURS AFTER PLANTING

TREE SHALL BE SET PLUMB

DO NOT CUT LEADER

TREE SHALL BE PLANTED SO THAT CROWN IS 3 INCHES ABOVE FINISHED GRADE AFTER SETTLEMENT

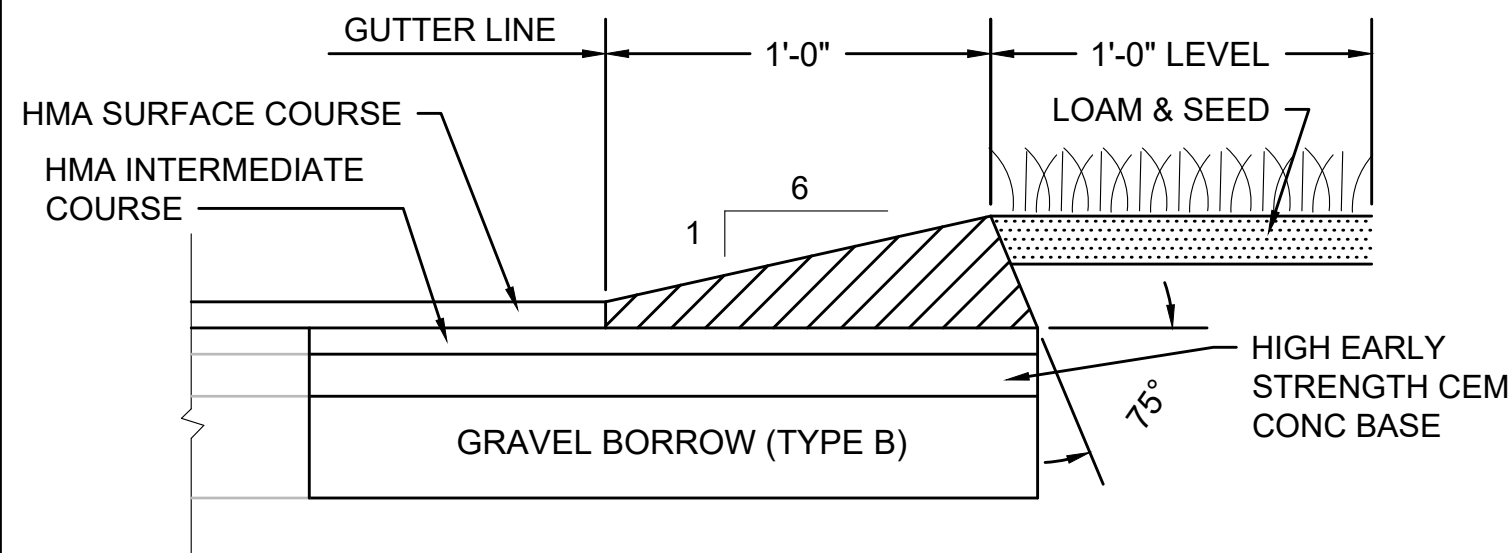


EVERGREEN TREE PLANTING

SCALE: NTS

TREE PROTECTION OF EXISTING TREE(S)

SCALE: NTS

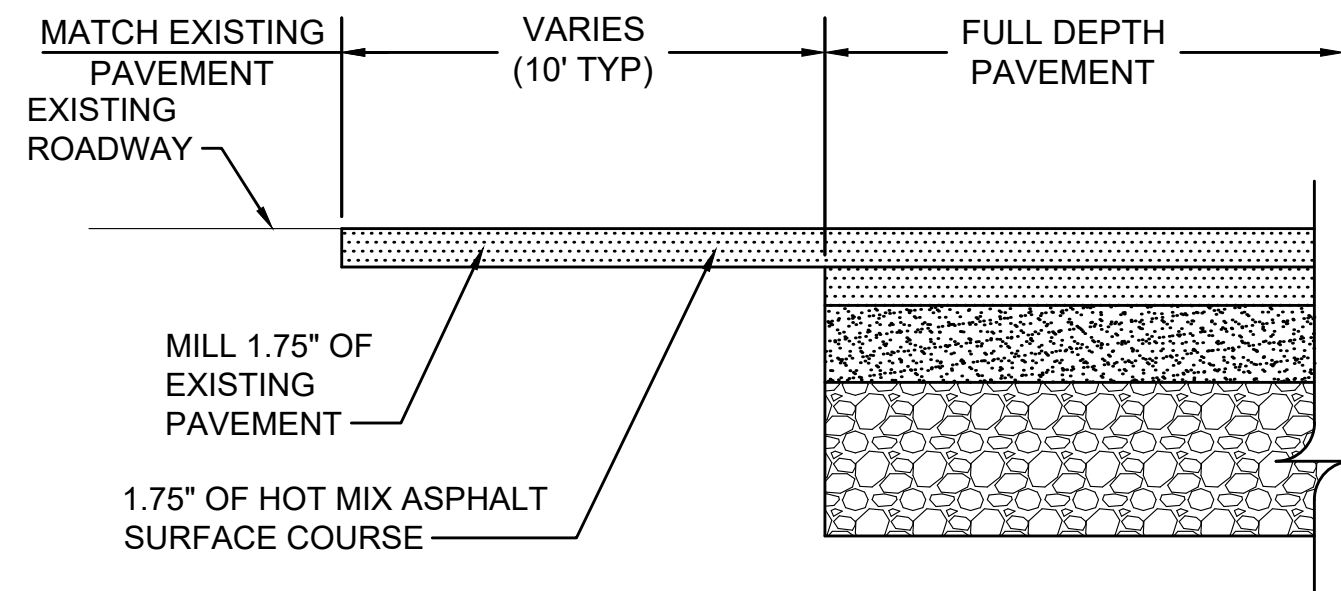


HMA BERM TYPE A-MODIFIED AT PAVEMENT WIDENING LESS THAN 4'

SCALE: N.T.S.

DWG: CURB-12

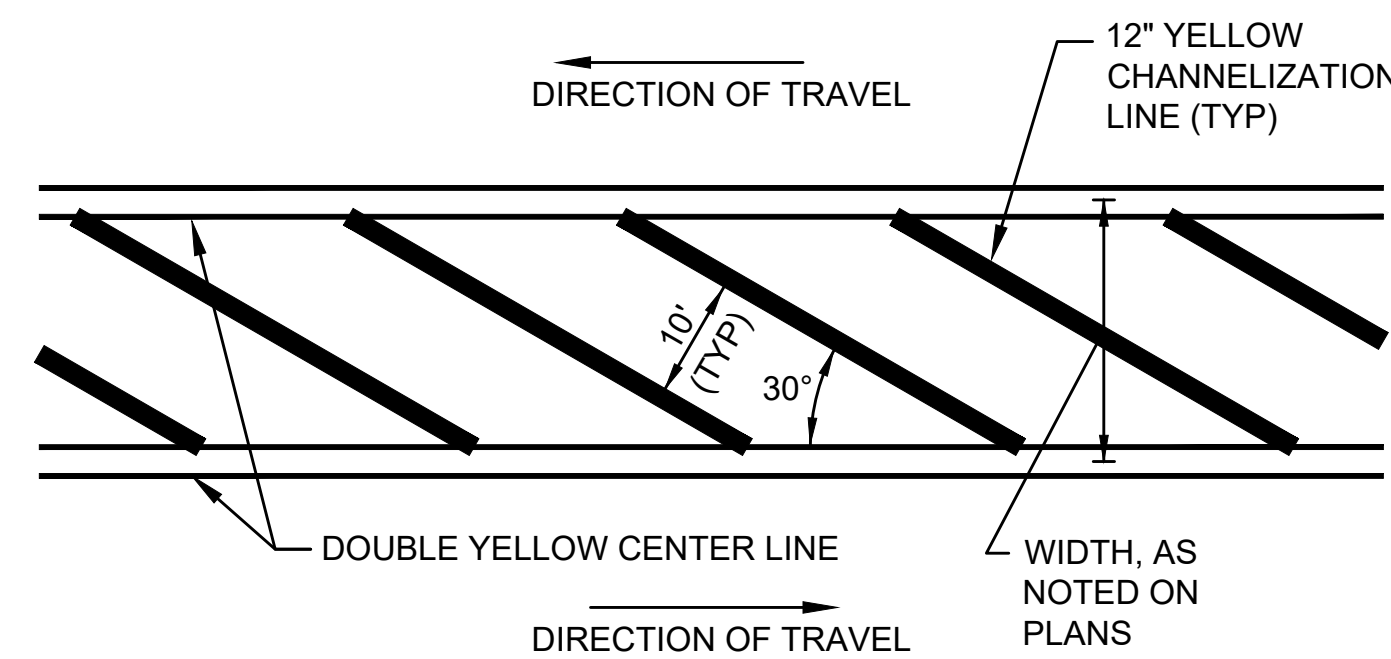
DATE: JAN. 2013



LONGITUDINAL SECTION

FULL DEPTH PAVEMENT TRANSITION

SCALE: N.T.S.



NOTES:

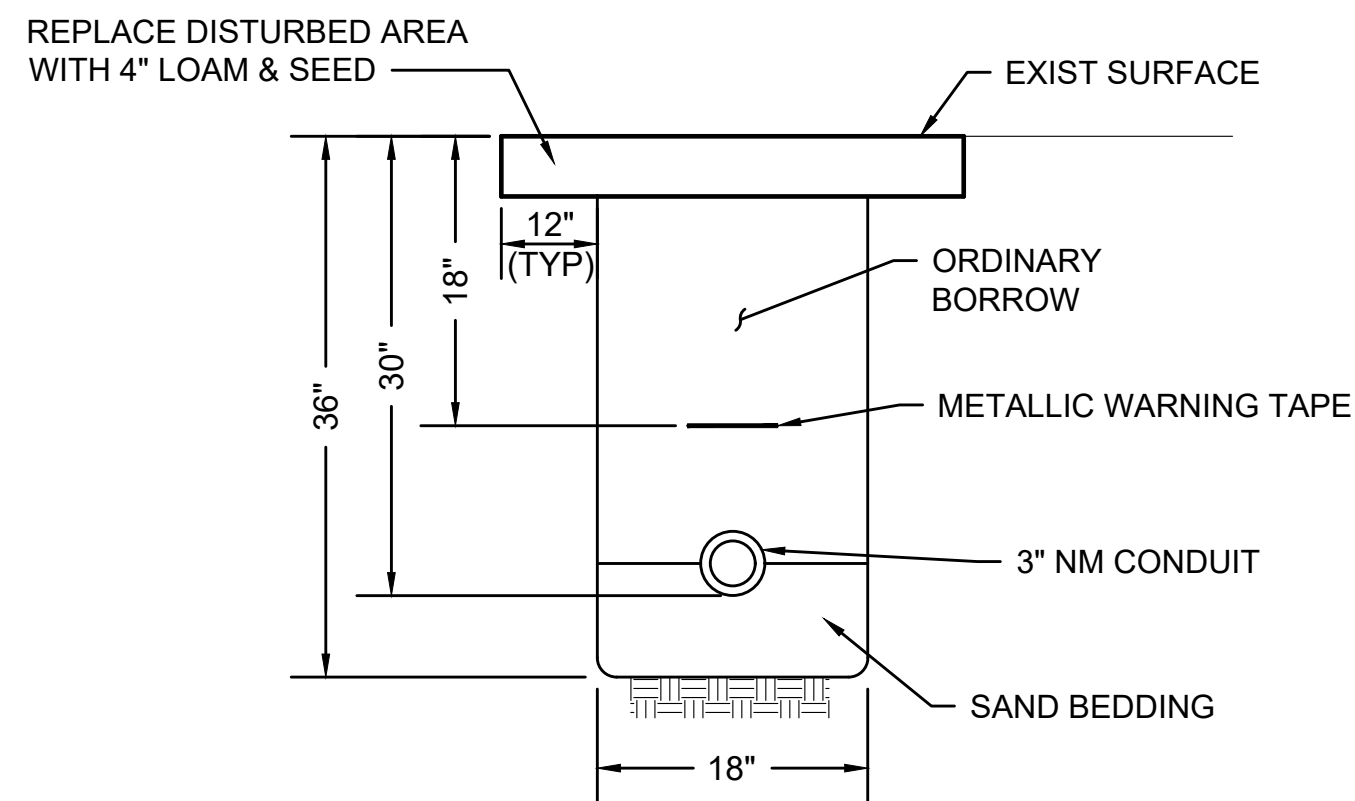
- ALL 12" LINES SHALL BE APPLIED IN ONE APPLICATION, NO COMBINATION OF LINES (e.g. TWO - 6" LINES) WILL BE ACCEPTED.

CHANNELIZED MARKINGS - MEDIAN FOR ROADWAYS 45MPH OR GREATER

SCALE: NTS

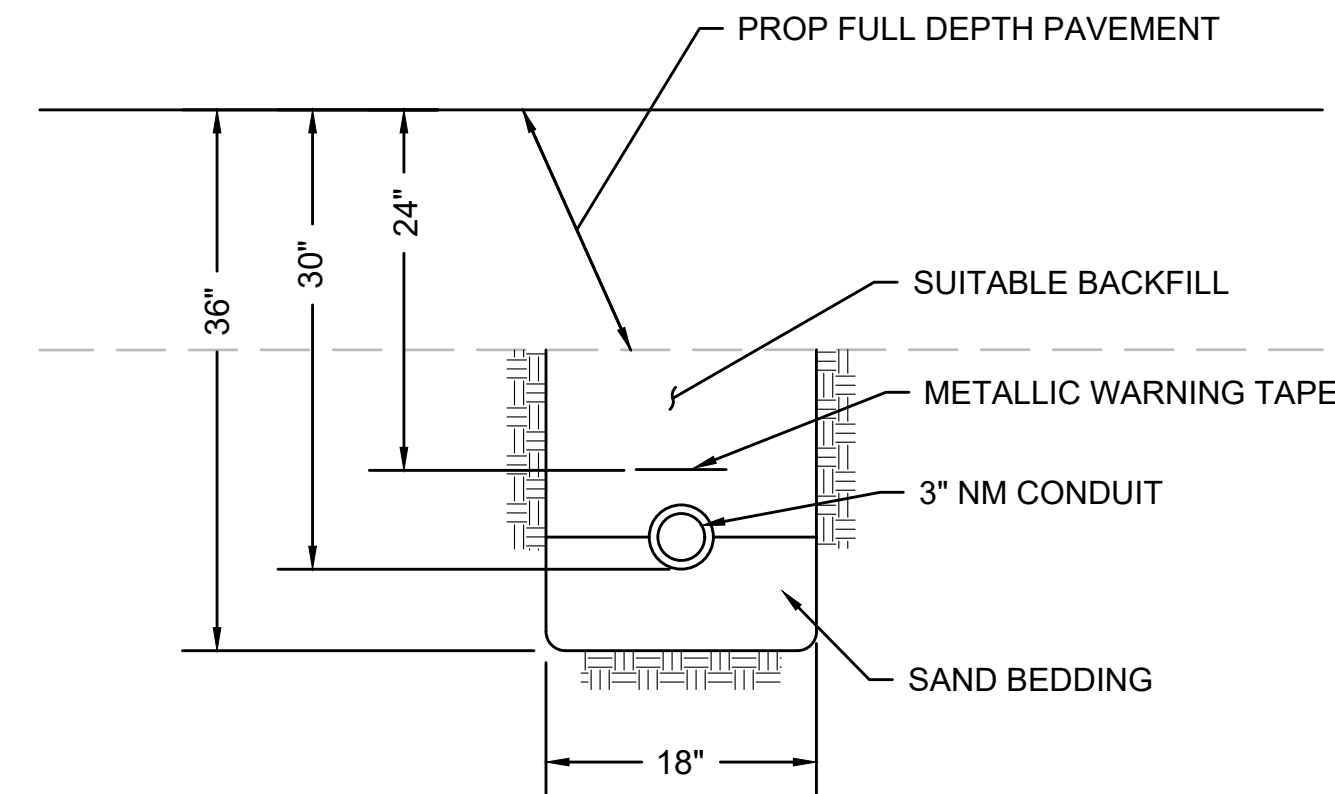
DWG: PM-13

DATE: OCT 2015



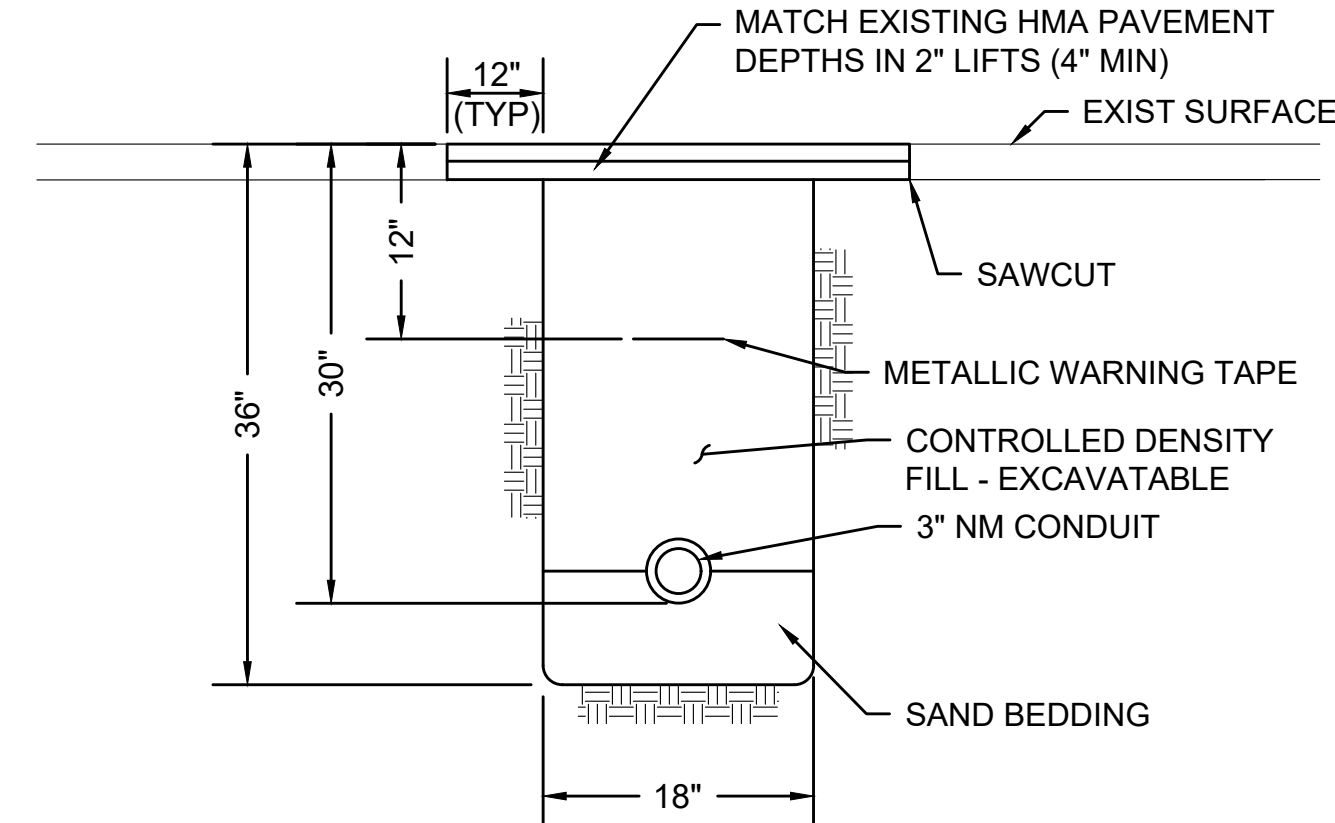
CONDUIT IN GRASS

SCALE: N.T.S.



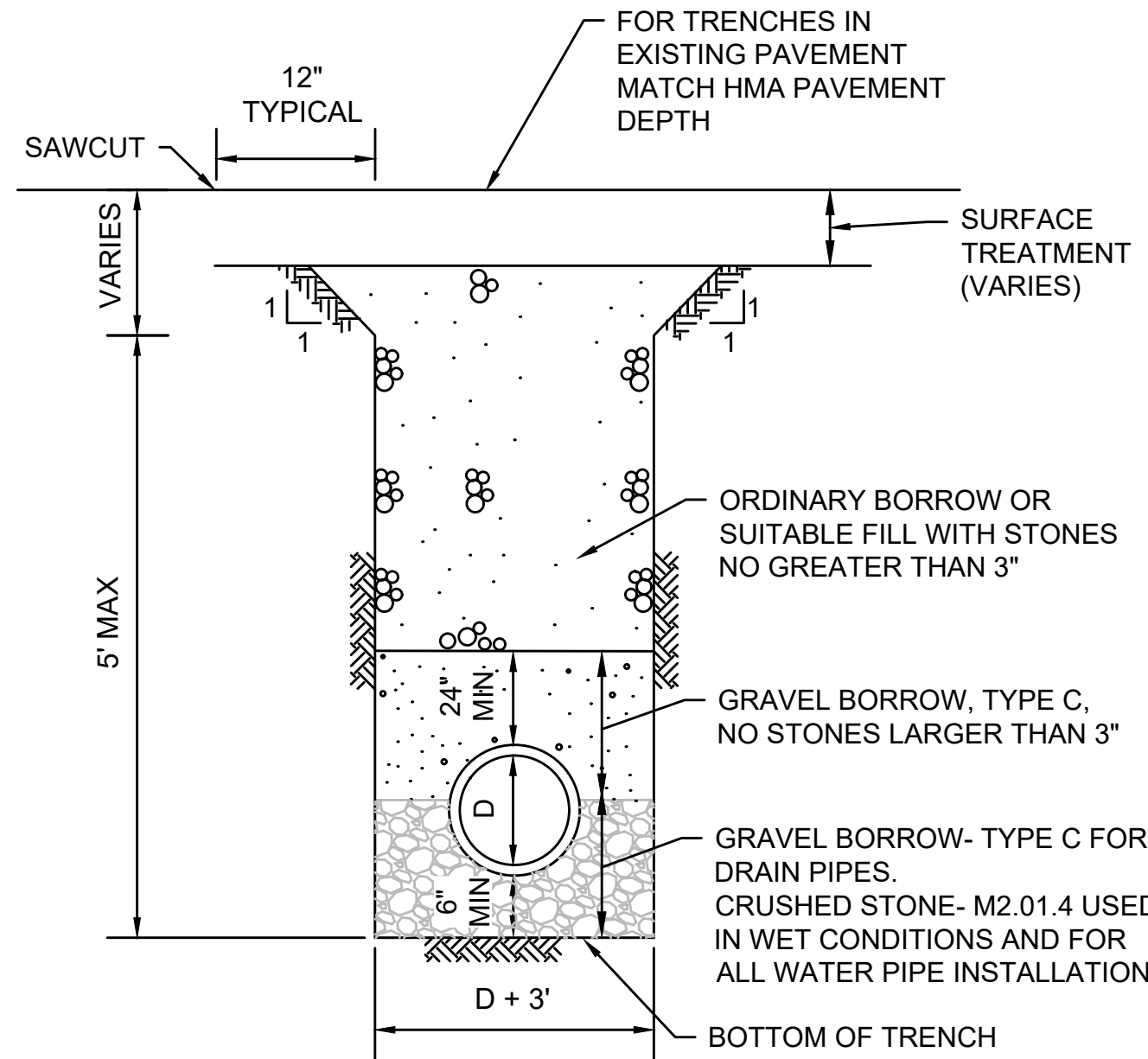
CONDUIT CROSSING ROADWAY - FULL DEPTH PAVEMENT AREAS

SCALE: N.T.S.



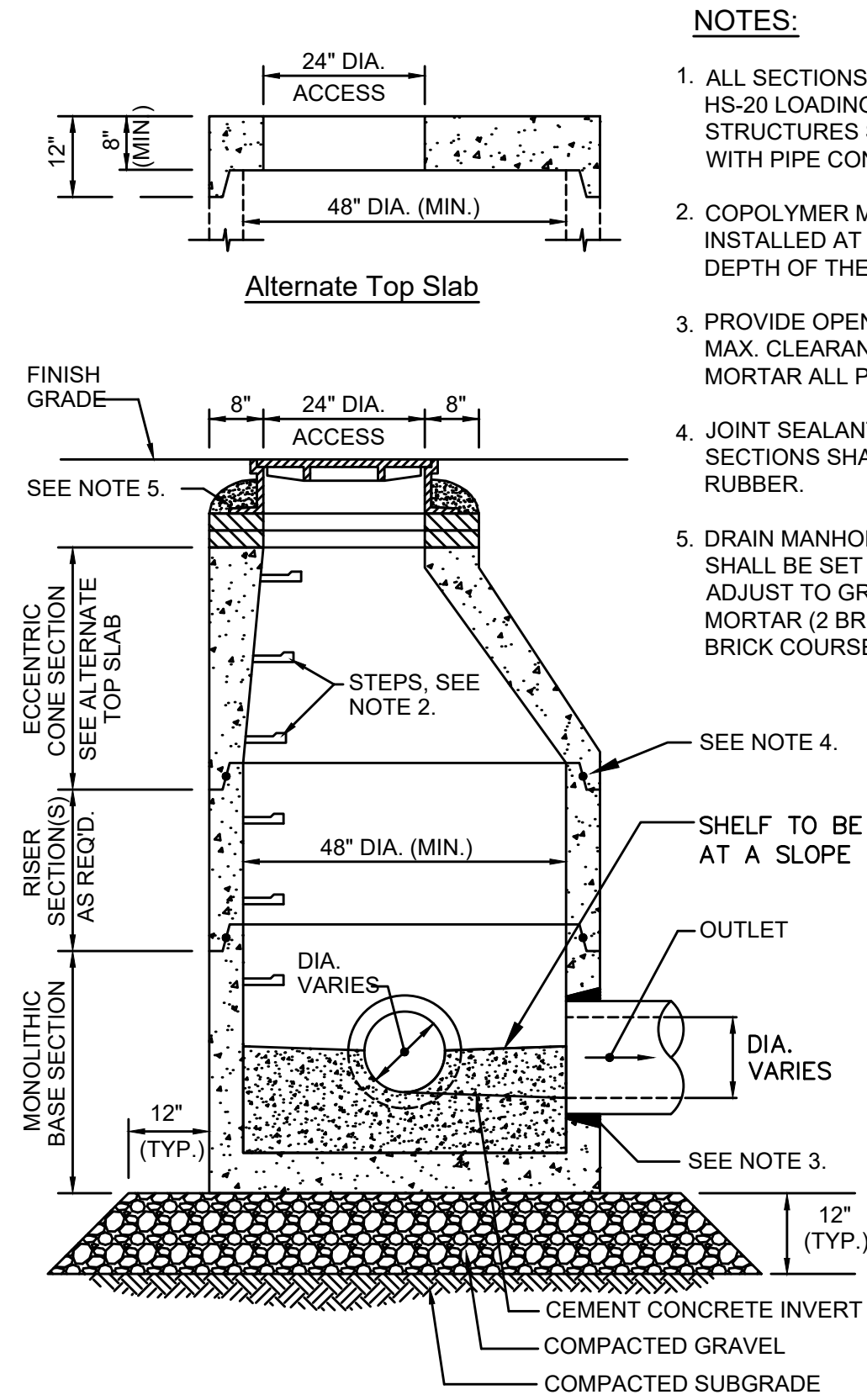
CONDUIT CROSSING ROADWAY/DRIVEWAY

SCALE: N.T.S.

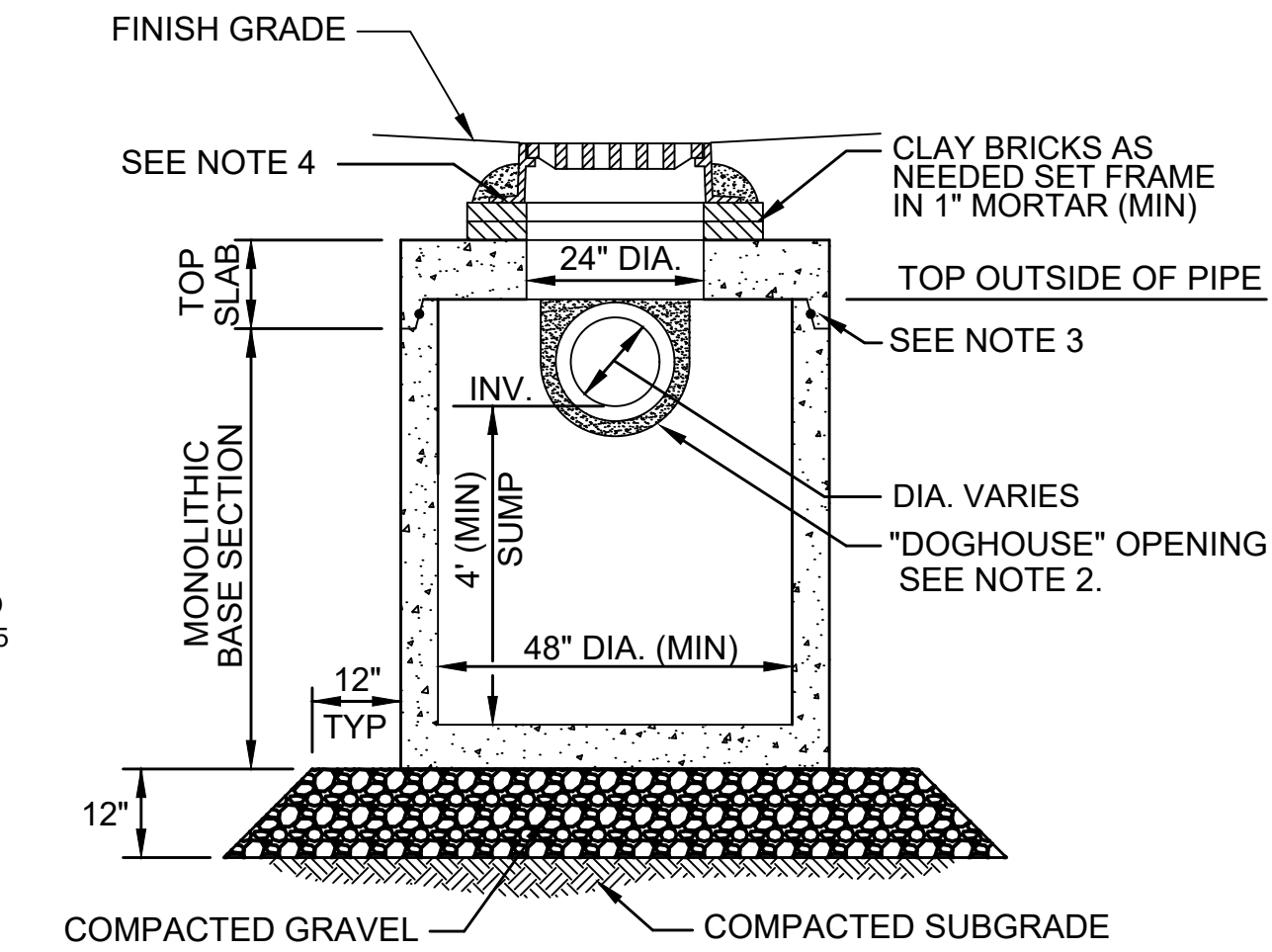


TRENCH DETAIL

SCALE: N.T.S. SOURCE: VHB DATE: AUGUST 25 2015



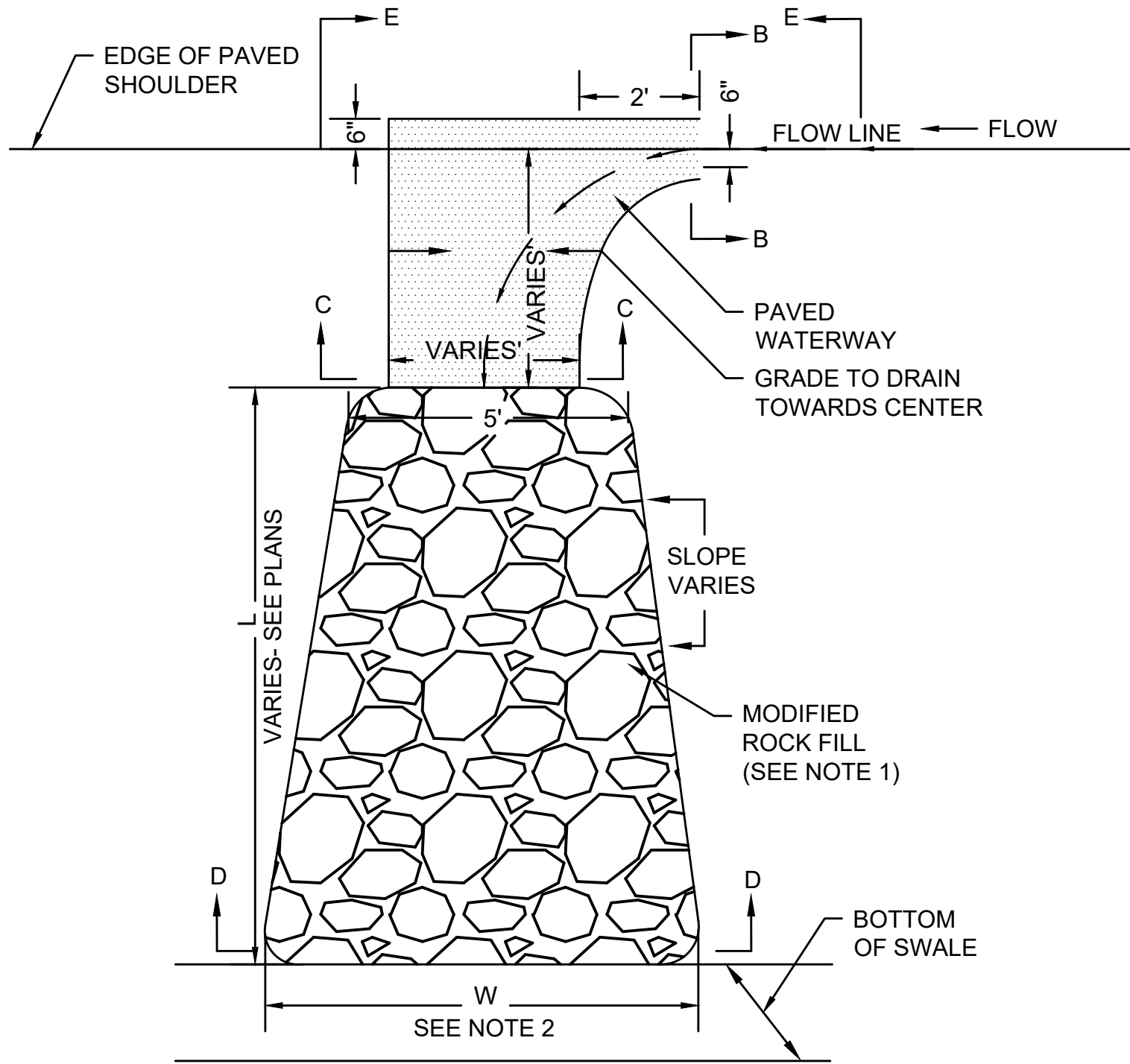
- NOTES:**
- ALL SECTIONS SHALL BE DESIGNED FOR HS-20 LOADING. DIAMETER OF STRUCTURES SHALL BE COORDINATED WITH PIPE CONFIGURATIONS.
 - COPOLYMER MANHOLE STEPS SHALL BE INSTALLED AT 12" O.C. FOR THE FULL DEPTH OF THE STRUCTURE.
 - PROVIDE OPENINGS FOR PIPES WITH 2" MAX. CLEARANCE TO OUTSIDE OF PIPE. MORTAR ALL PIPE CONNECTIONS.
 - JOINT SEALANT BETWEEN PRECAST SECTIONS SHALL BE PREFORMED BUTYL RUBBER.
 - DRAIN MANHOLE FRAME AND COVER SHALL BE SET IN FULL MORTAR BED. ADJUST TO GRADE WITH CLAY BRICK AND MORTAR (2 BRICK COURSES TYPICALLY, 5 BRICK COURSES MAXIMUM)



- CONSTRUCTION NOTES:**
- ALL SECTIONS SHALL BE DESIGNED FOR HS-20 LOADING.
 - PROVIDE DOGHOUSE OPENING FOR PIPES WITH 2" MAX. CLEARANCE TO OUTSIDE OF PIPE. TOP SLAB SHALL NOT REST DIRECTLY ON PIPE. GROUT ALL PIPE CONNECTIONS (NON-SHRINK GROUT).
 - JOINT SEALANT BETWEEN PRECAST SECTIONS SHALL BE PREFORMED BUTYL RUBBER.
 - CATCH BASIN FRAME AND GRATE (4" OR 8" DEPTH) SHALL BE SET IN FULL MORTAR BED.
 - ADJUST TO FINISH GRADE WITH CLAY BRICK AND MORTAR AS REQUIRED.

SHALLOW COVER CATCH BASIN

SCALE: N.T.S.

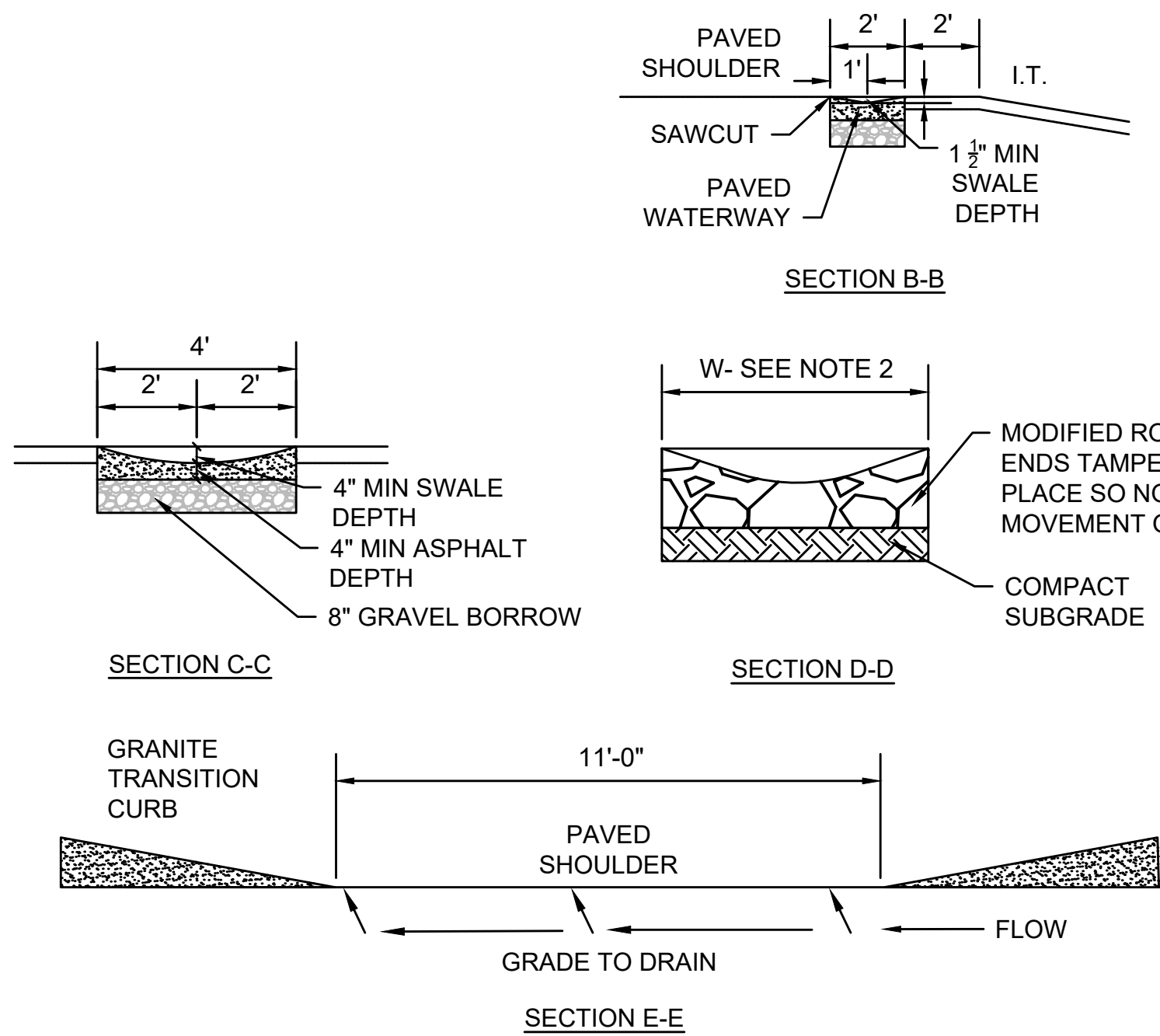


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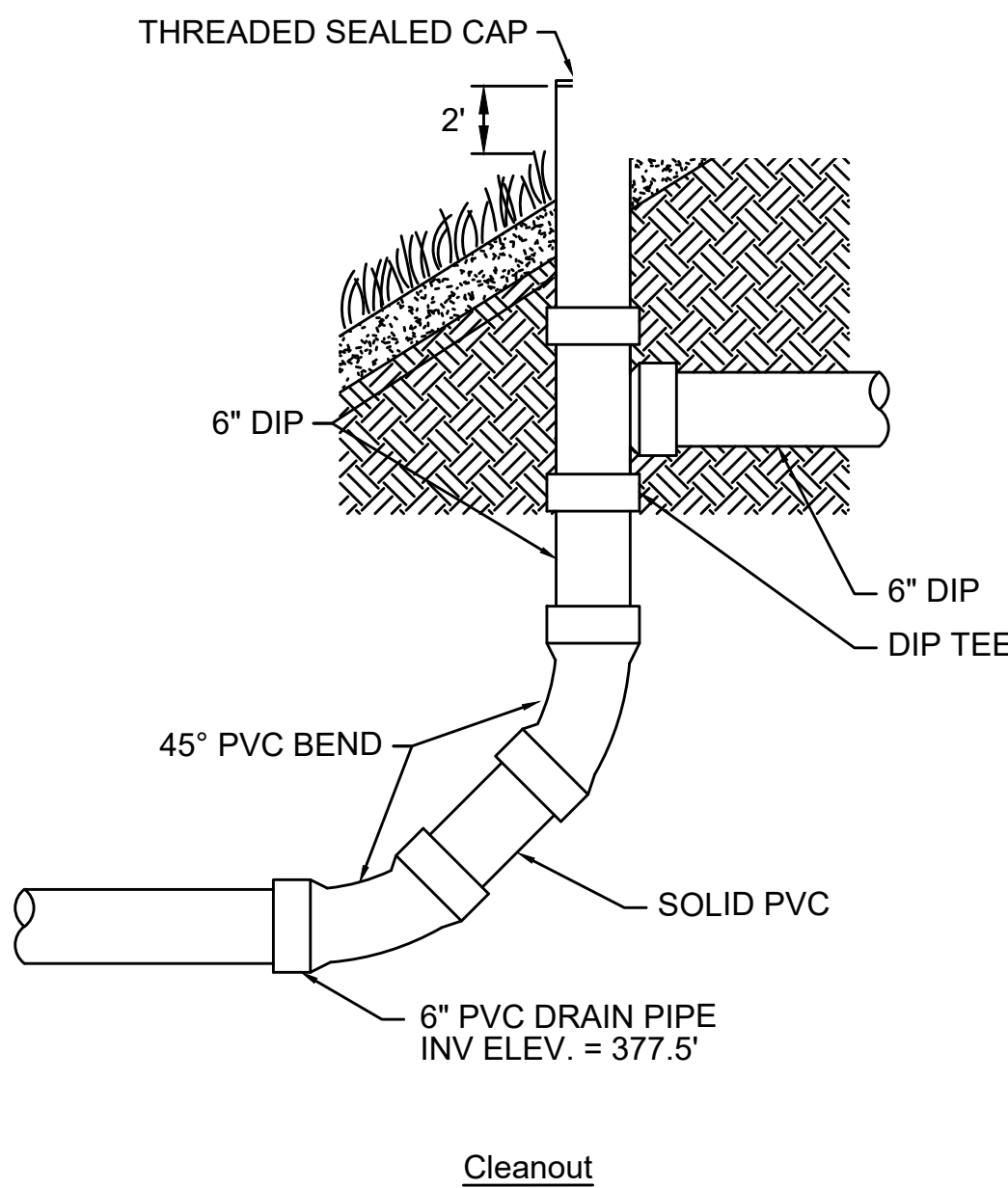
- EACH LARGE STONE SHALL BE CAREFULLY PLACED BY HAND, NORMAL TO THE SLOPE AND FIRMLY BEDDED THEREON. THE SMALLER STONES SHALL BE SO GRADED THAT WHEN PLACED WITH THE LARGER STONES, THE ENTIRE MASS WILL BE COMPACT WITH A MINIMUM PERCENTAGE OF VOIDS AND MINIMUM THICKNESS OF 6".
- W VARIES, SEE CONSTRUCTION PLANS FOR BOTTOM WIDTHS
- WHEN GRANITE EDGING IS PRESENT, REMOVE AND RESET EDGING TO CREATE A FOUR FOOT TRANSITION ON EACH SIDE OF THE PAVED WATERWAY OPENING.

HOT MIX ASPHALT PAVED WATERWAY

SCALE: N.T.S. SOURCE: VHB DATE: AUGUST 7 2015

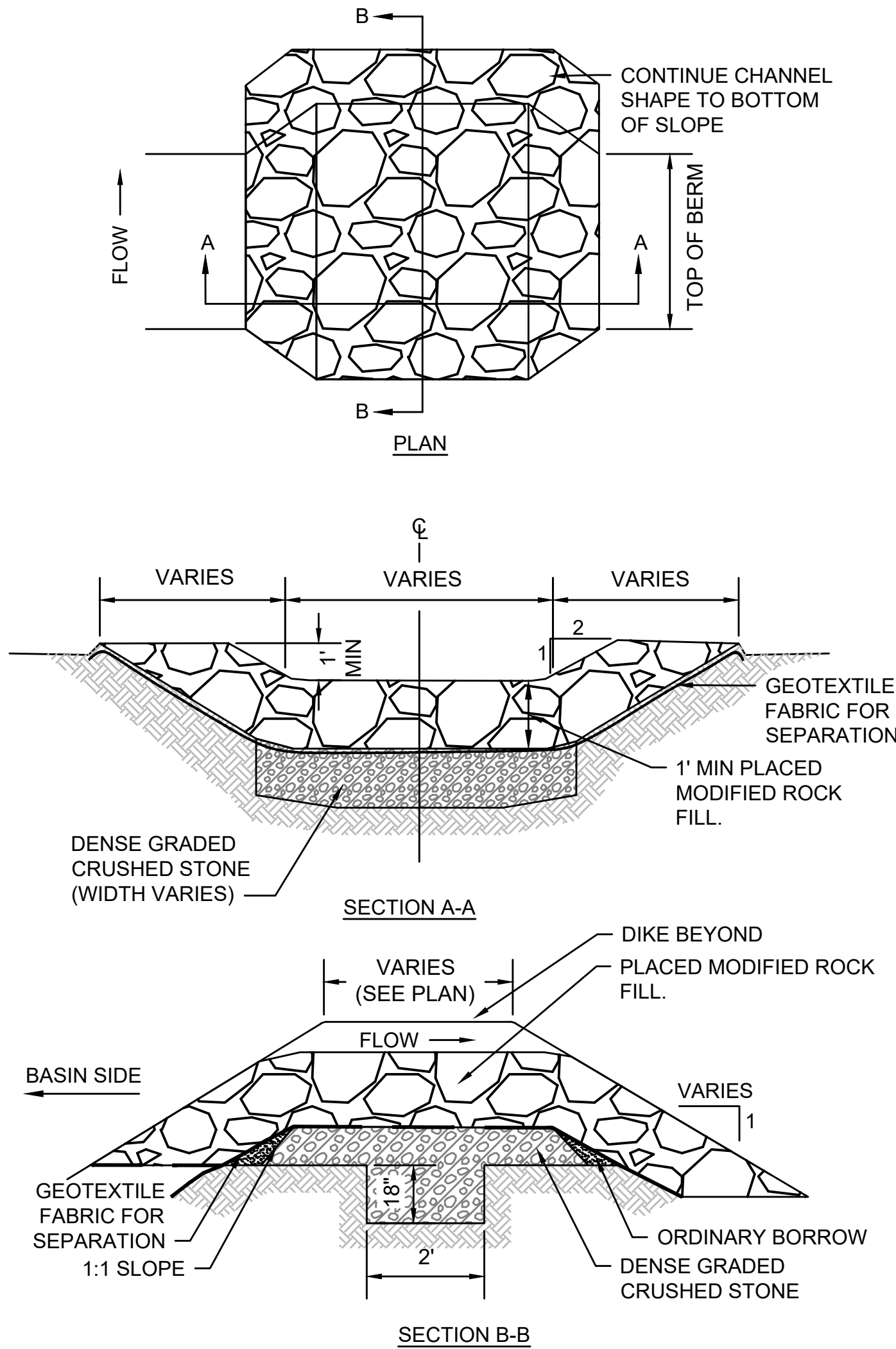
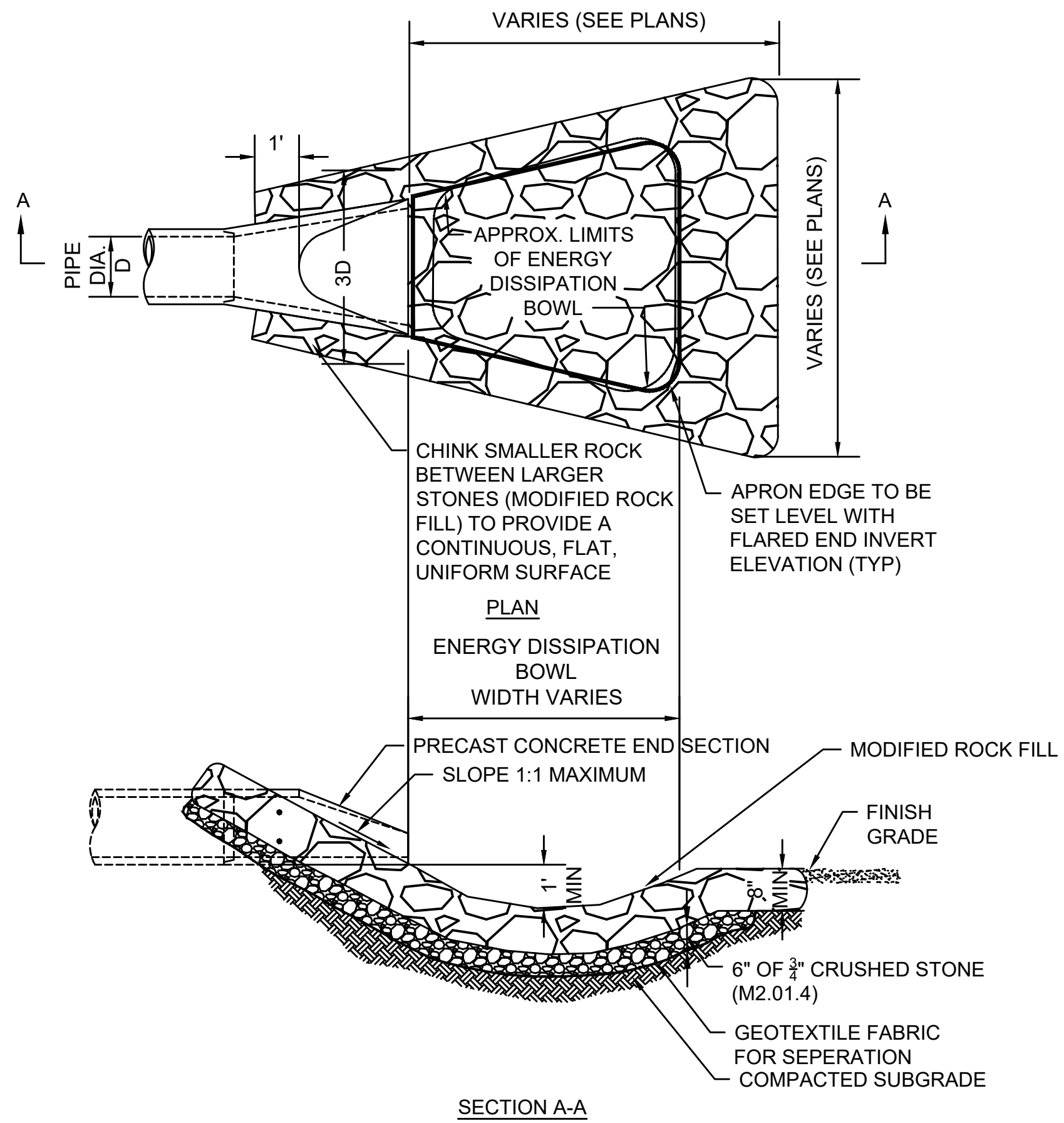


CARVER MONTELLO STREET CONSTRUCTION DETAILS SHEET 43 OF 61



SUBDRAIN RISER

SCALE: N.T.S.



OVERFLOW STONE SPILLWAY

SCALE: N.T.S. SOURCE: VHB DATE: AUGUST 5 2015



- SCALE: N.T.S.



SOURCE: VHB

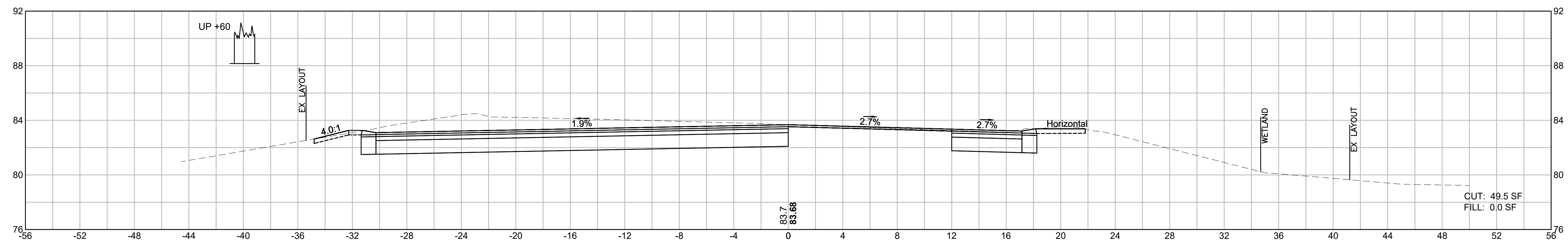
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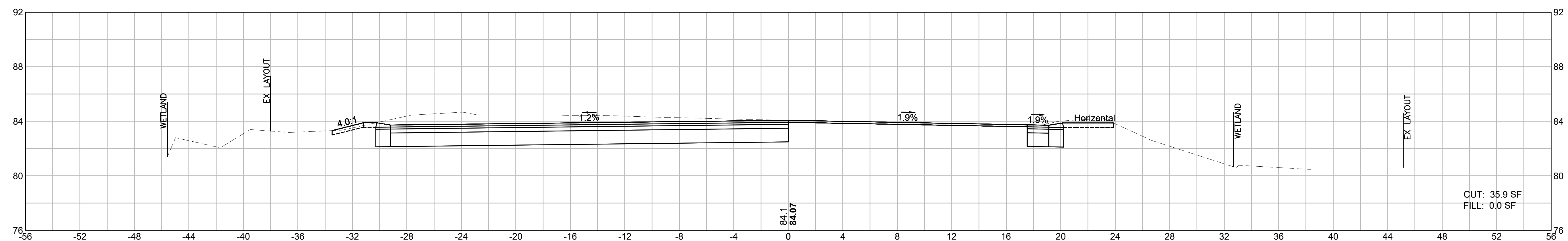
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CARVER
MONTELLO STREET
CROSS SECTIONS - MAIN STREET
SHEET 45 OF 61

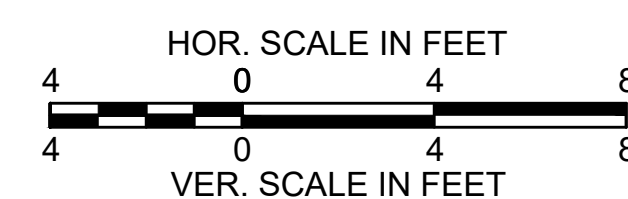
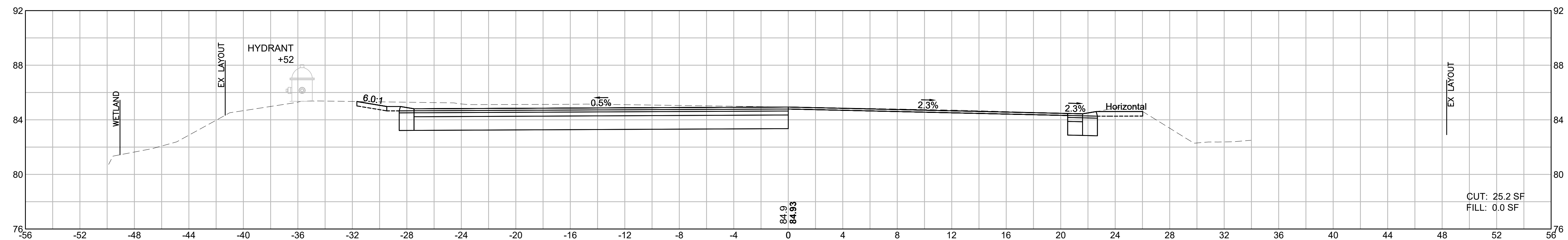
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13+00

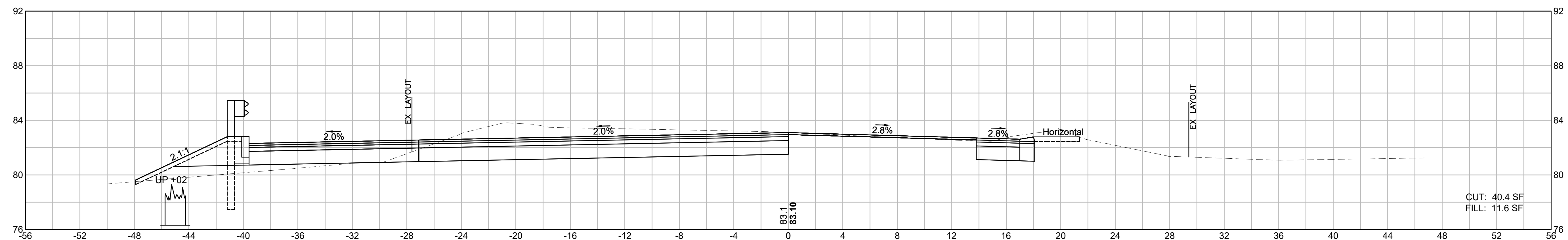


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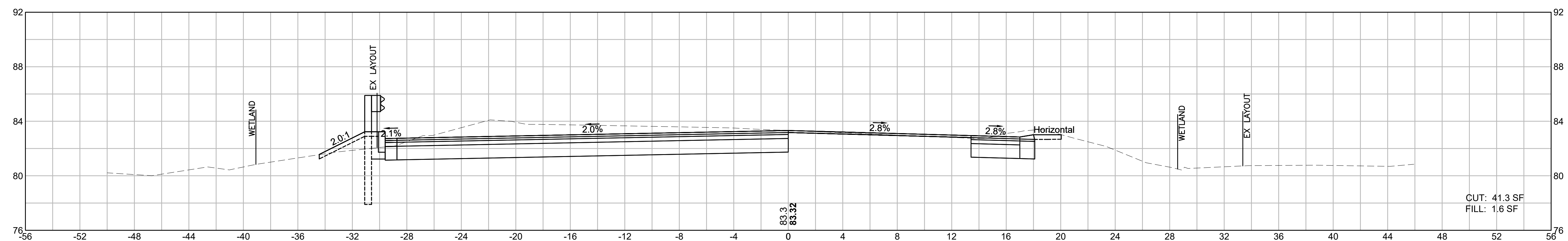


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CROSS SECTIONS - MAIN STREET
SHEET 46 OF 61

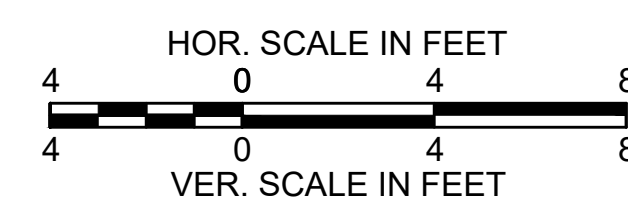
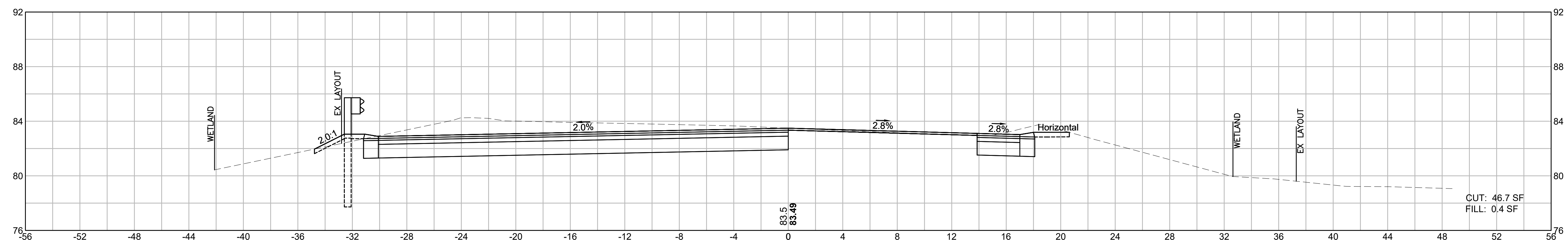
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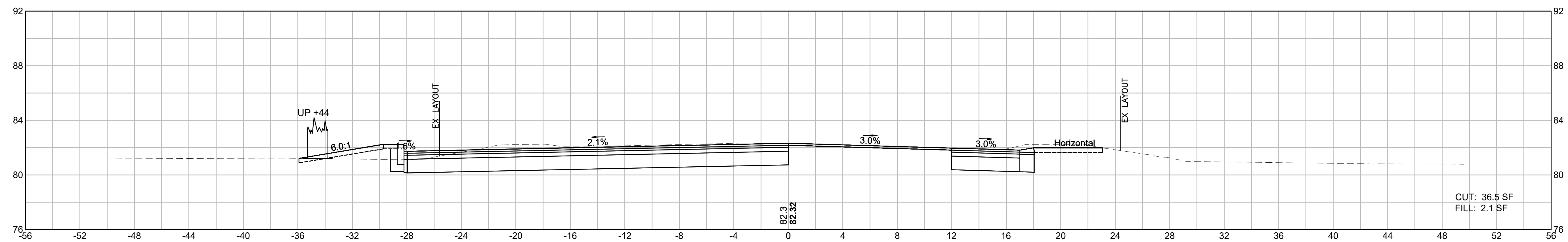


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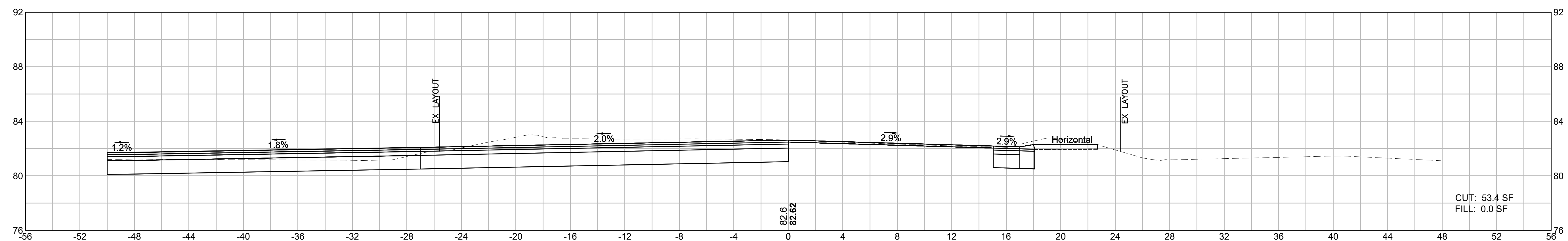


CARVER
MONTELLO STREET
CROSS SECTIONS - MAIN STREET
SHEET 47 OF 61

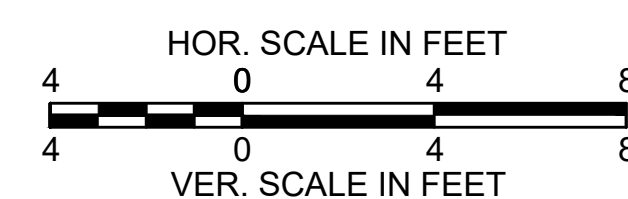
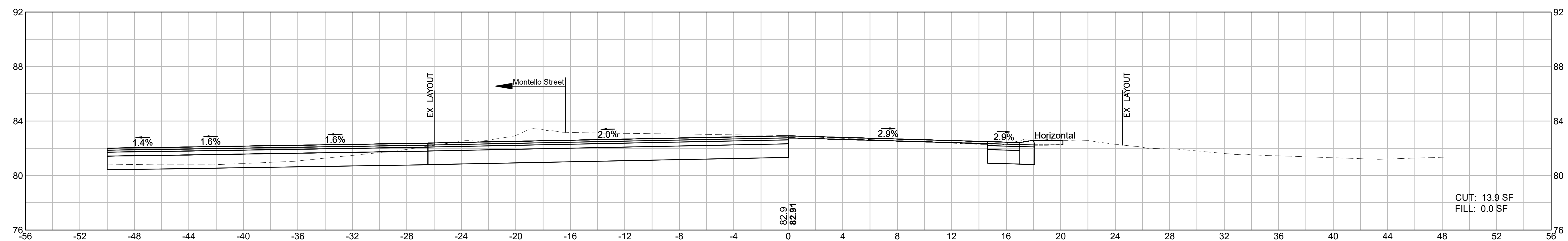
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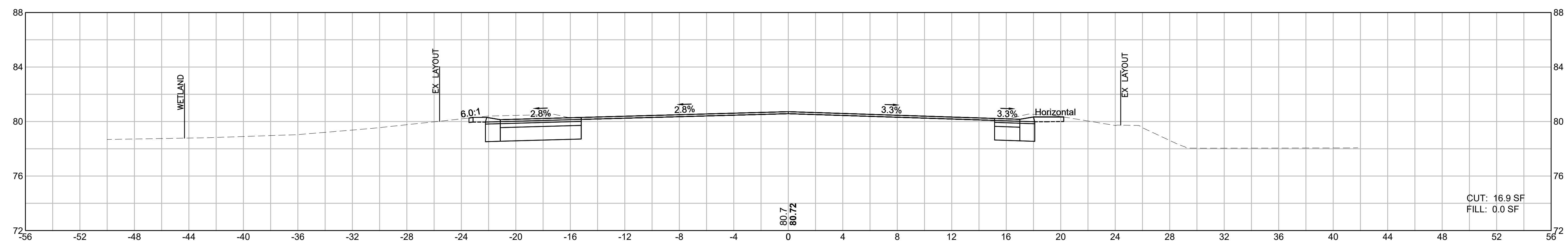


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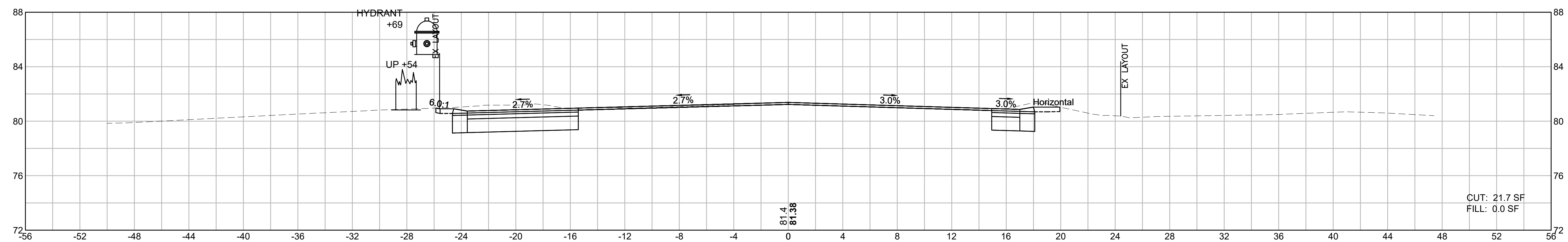


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CROSS SECTIONS - MAIN STREET
SHEET 48 OF 61

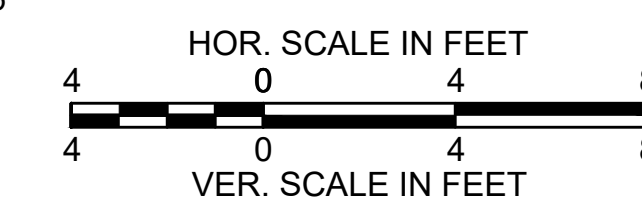
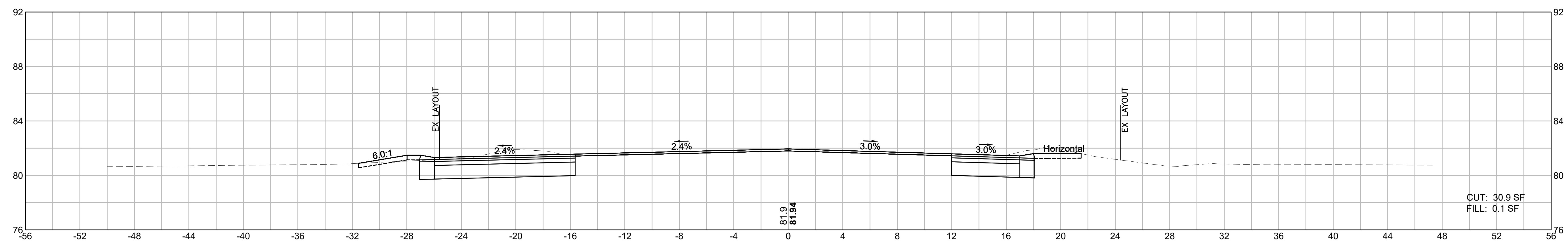
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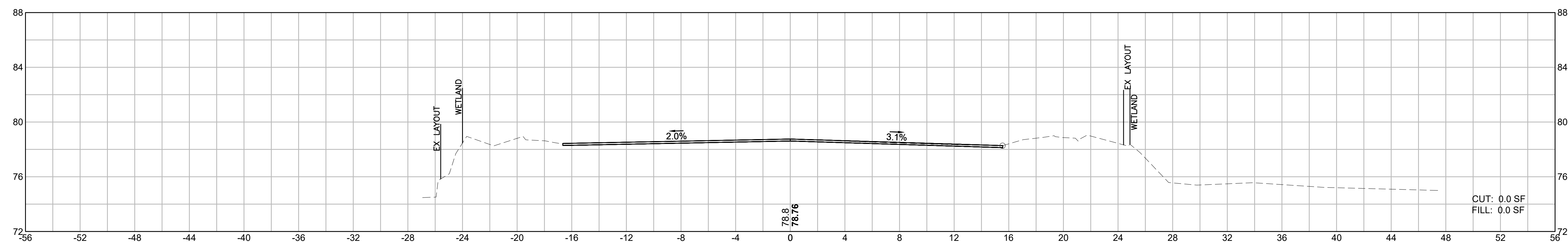


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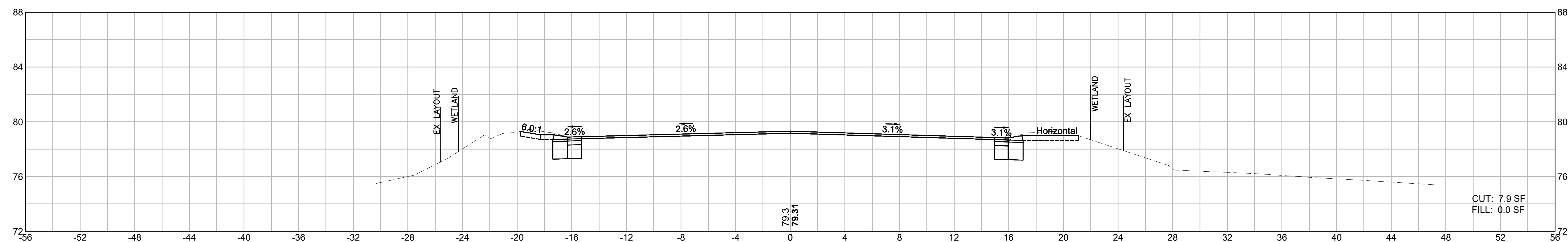


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CROSS SECTIONS - MAIN STREET
SHEET 49 OF 61

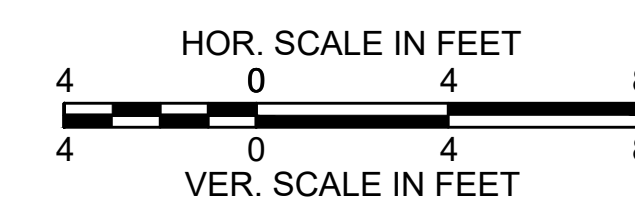
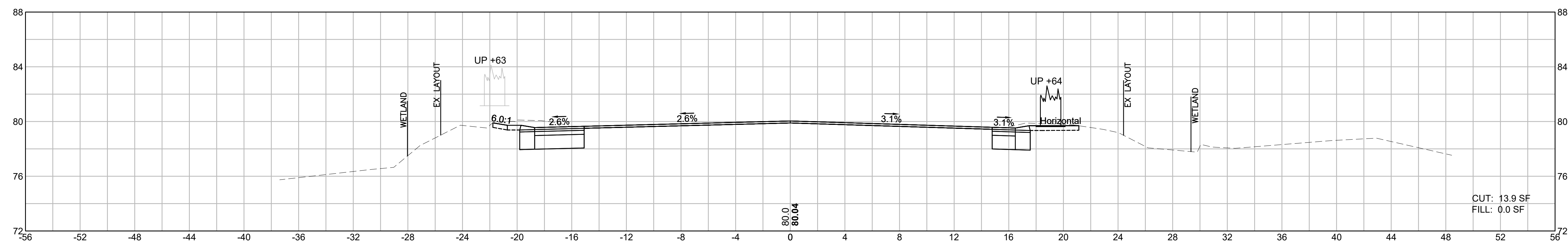
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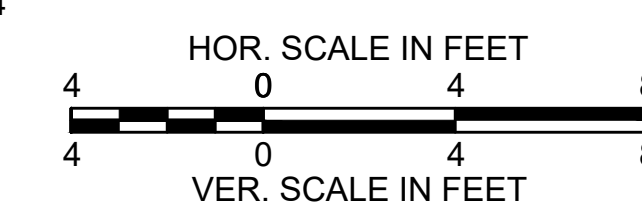
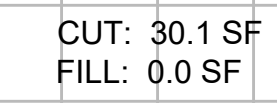
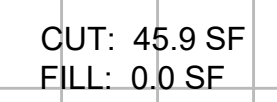
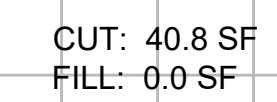
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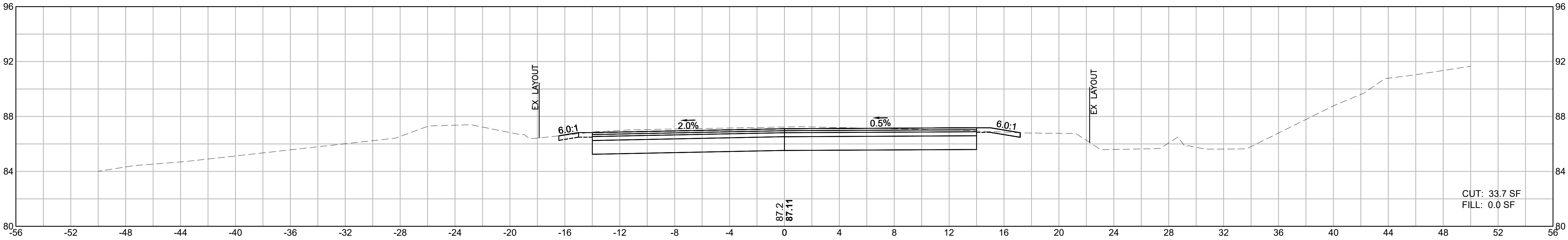


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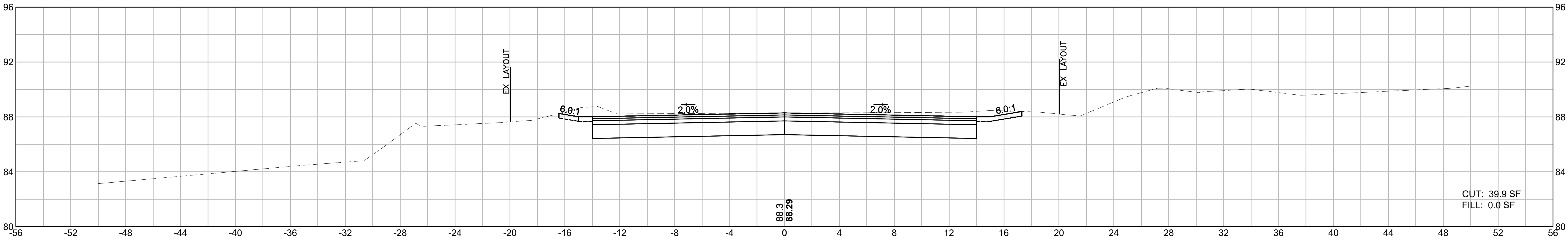


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MONTELLO STREET
CROSS SECTIONS - MONTELLO STREET
SHEET 51 OF 61

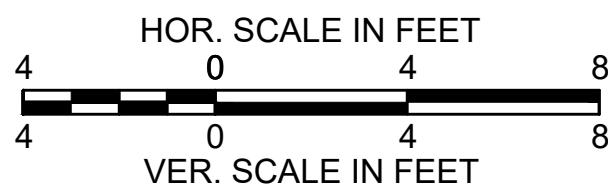
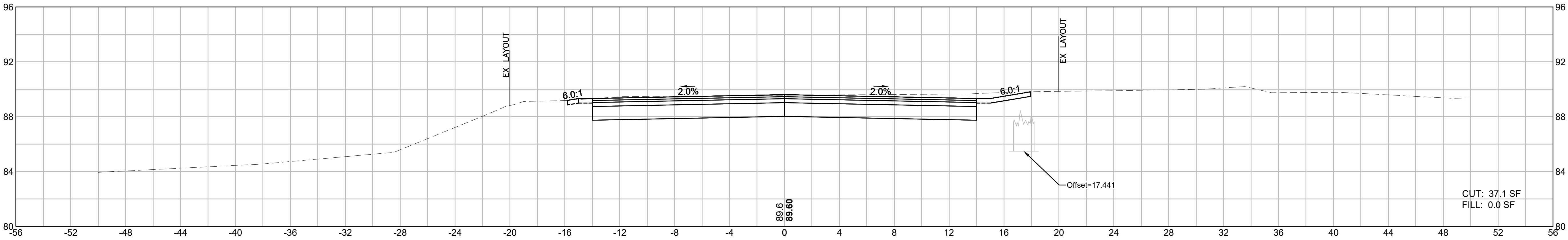
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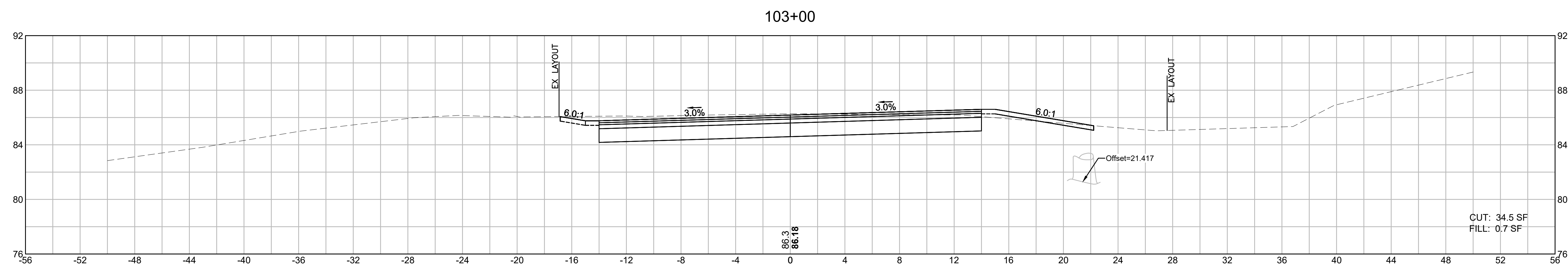
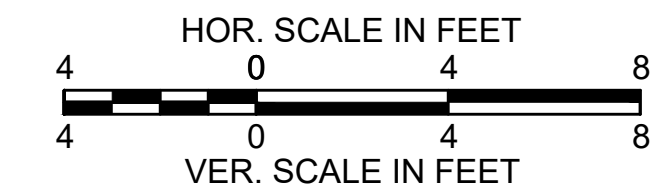
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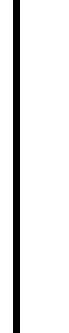
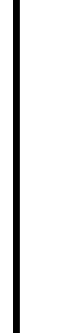
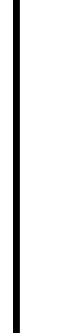
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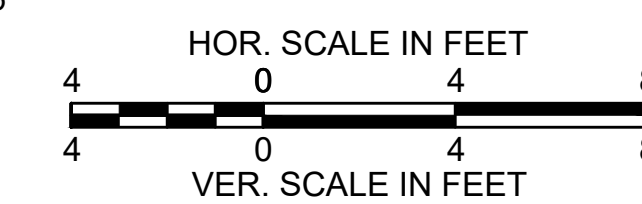
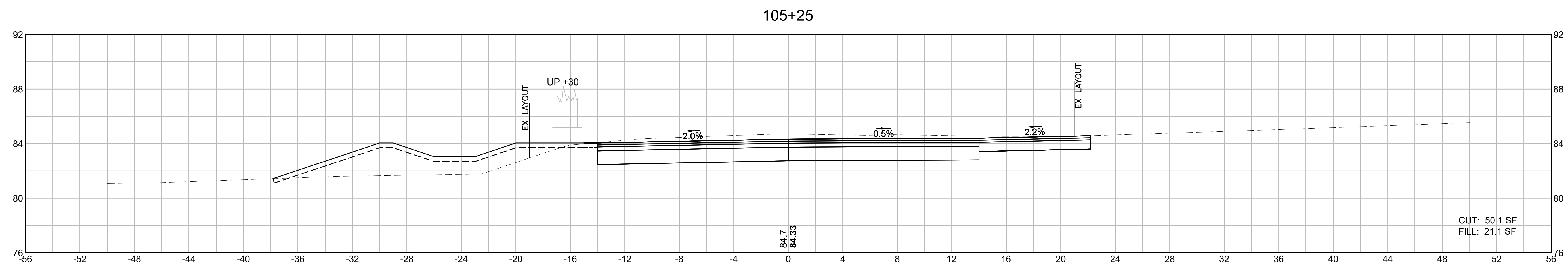
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2681 06 HD(XSEC) DWG Plotted on 10-Jul-2021 1:13 PM

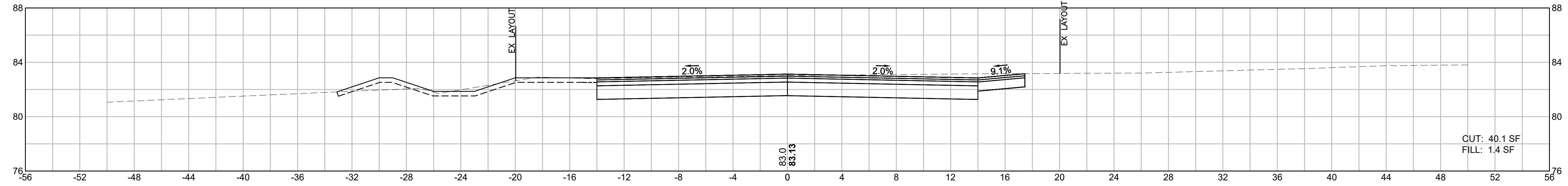


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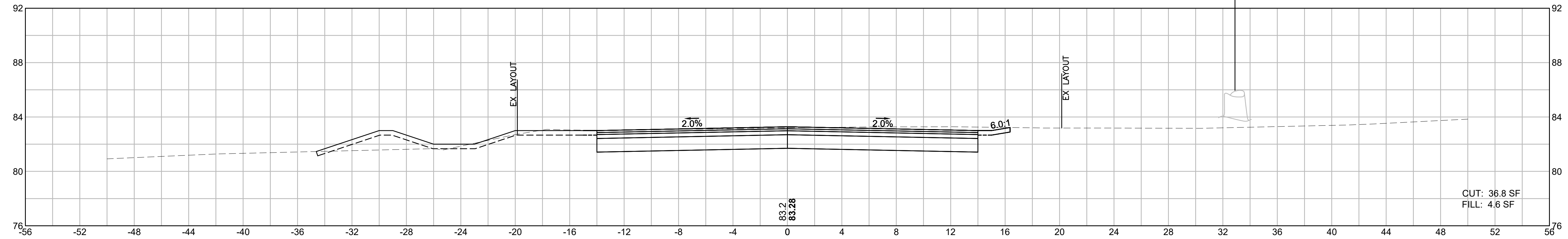


CARVER
MONTELLO STREET
CROSS SECTIONS - MONTELLO STREET
SHEET 55 OF 61

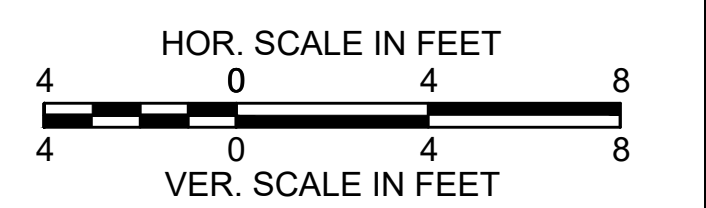
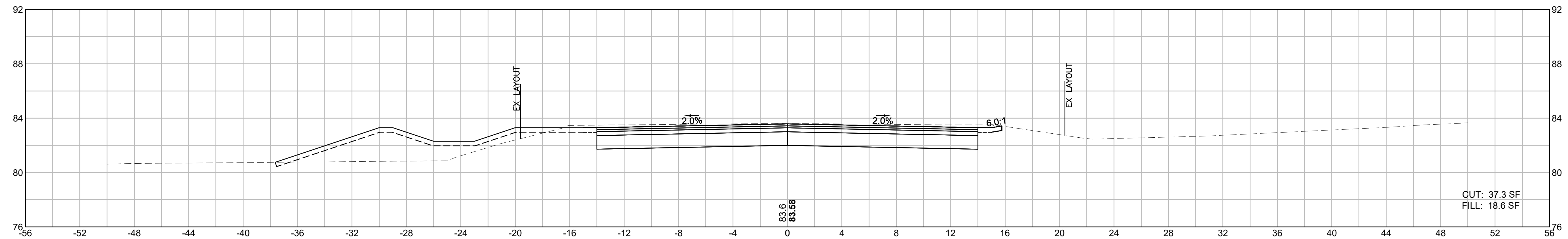
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107+00

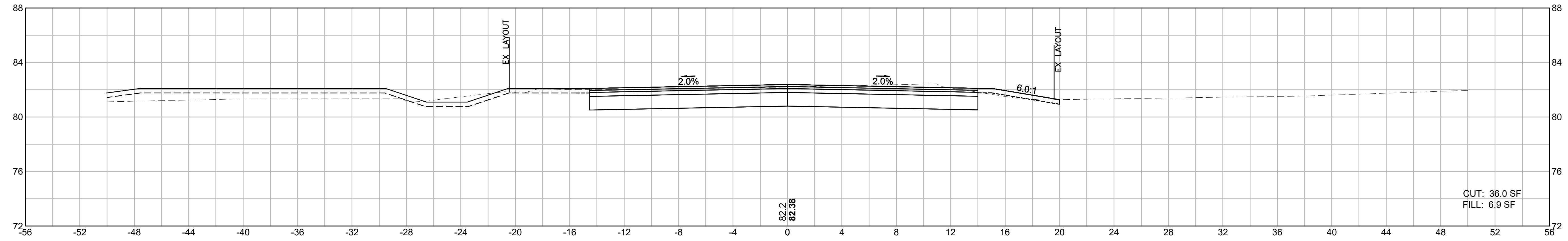


106+50

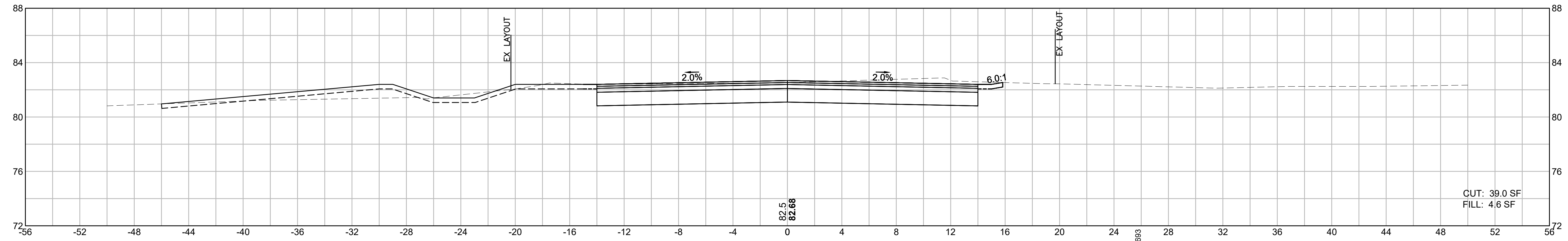


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MONTELLO STREET
CROSS SECTIONS - MONTELLO STREET
SHEET 56 OF 61

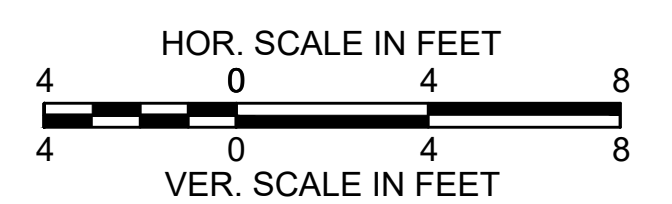
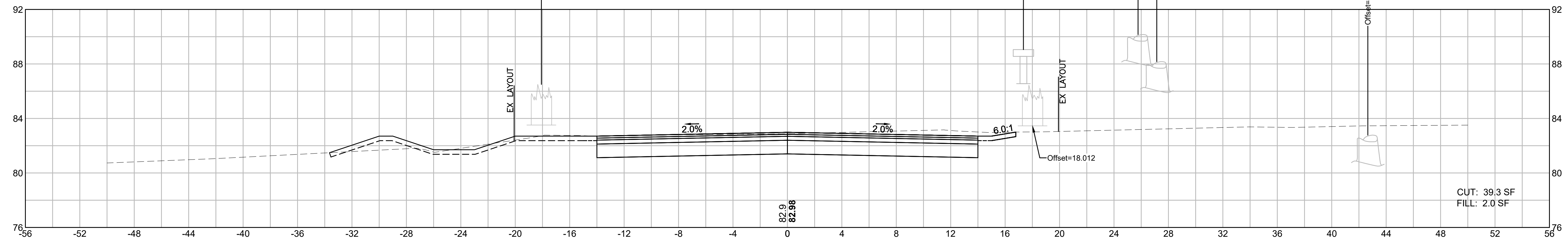
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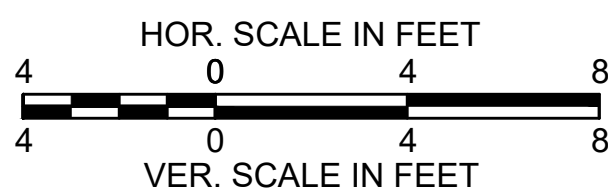
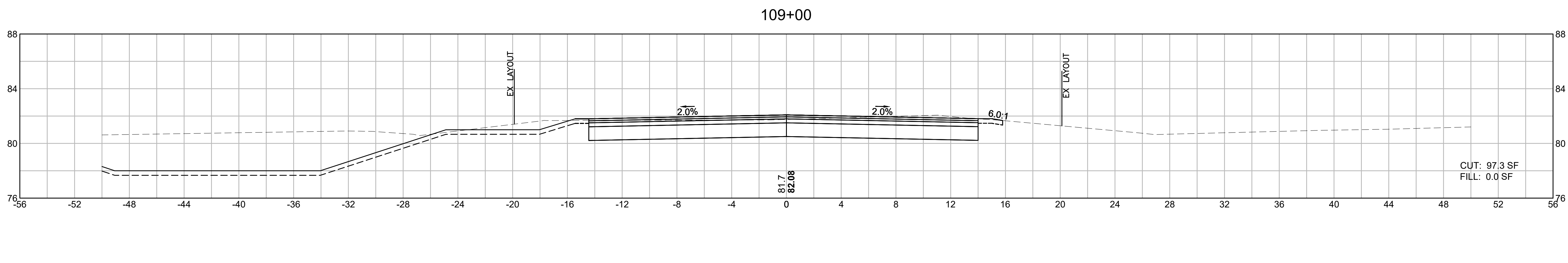
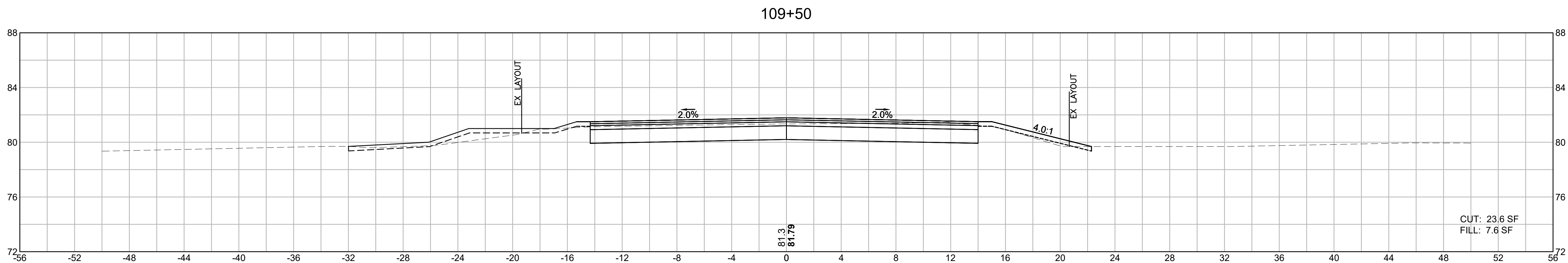
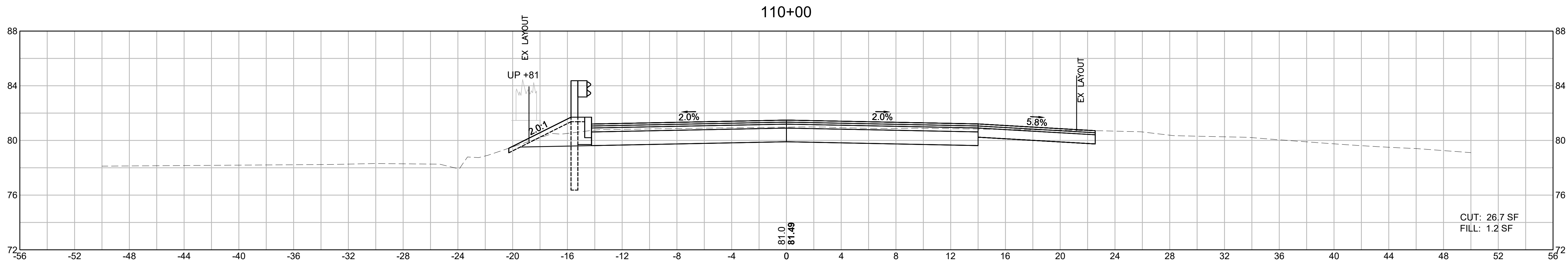
108+00



107+50

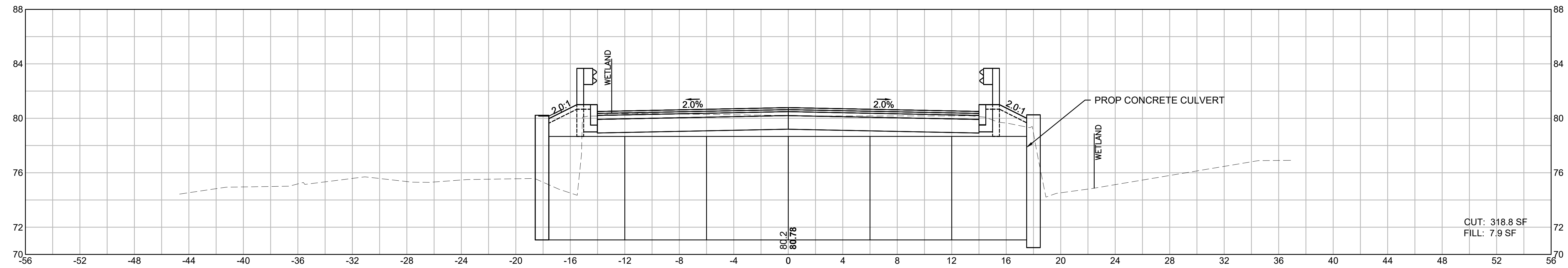


CARVER
MONTELLO STREET
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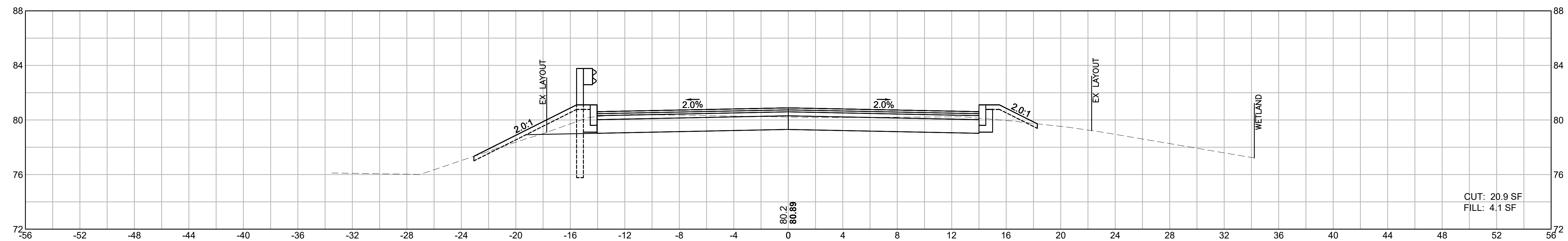


CARVER
MONTELLO STREET
CROSS SECTIONS - MONTELLO STREET
SHEET 58 OF 61

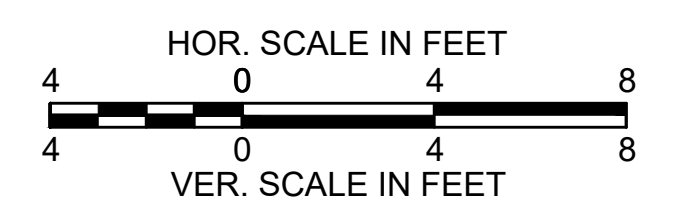
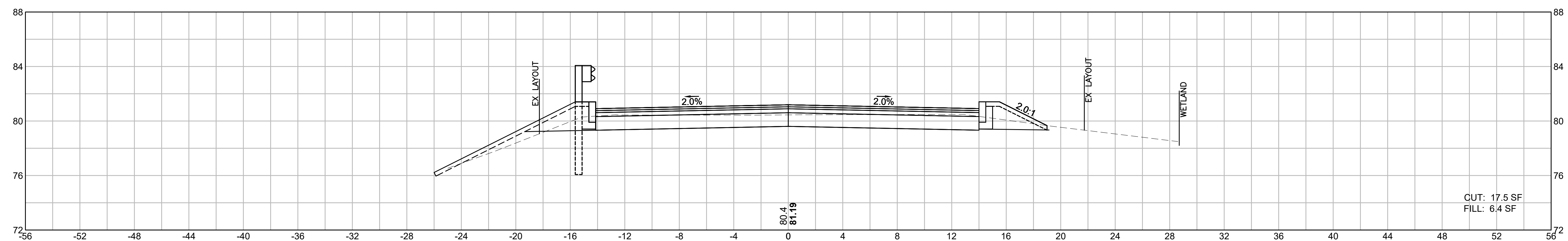
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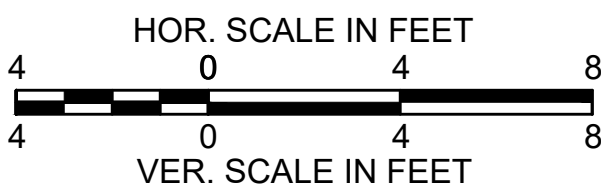
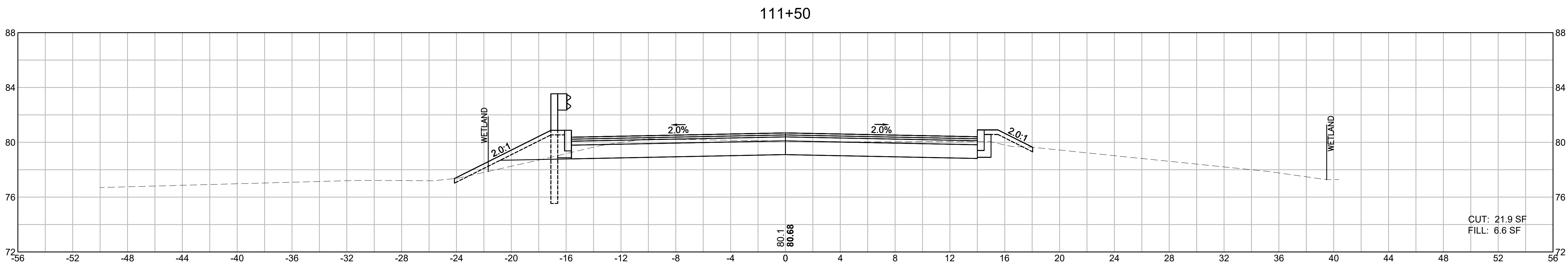
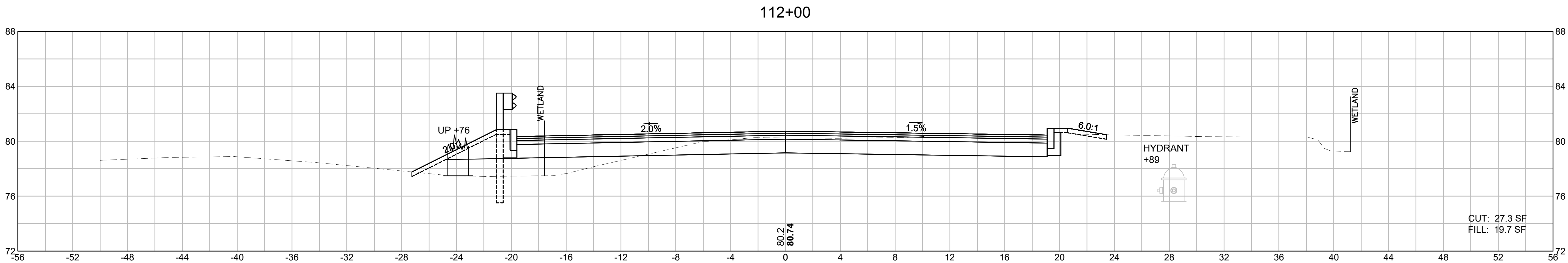
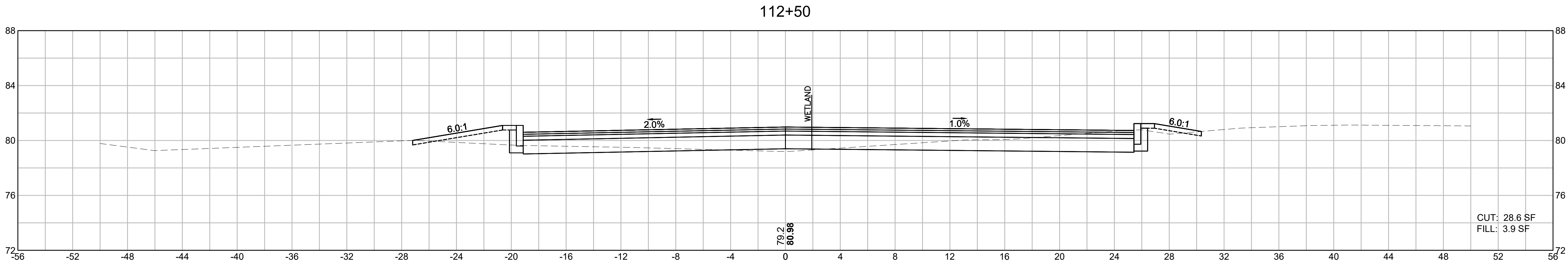
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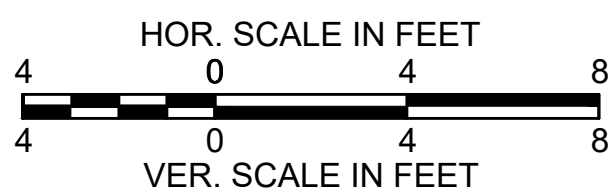
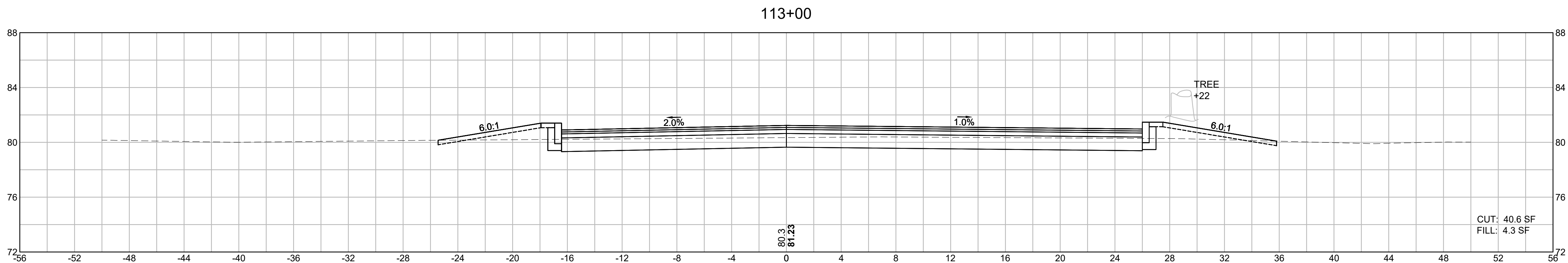
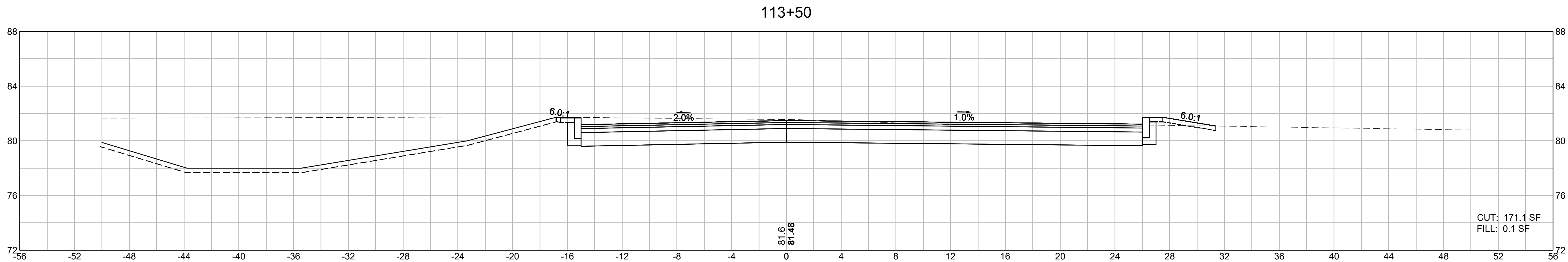
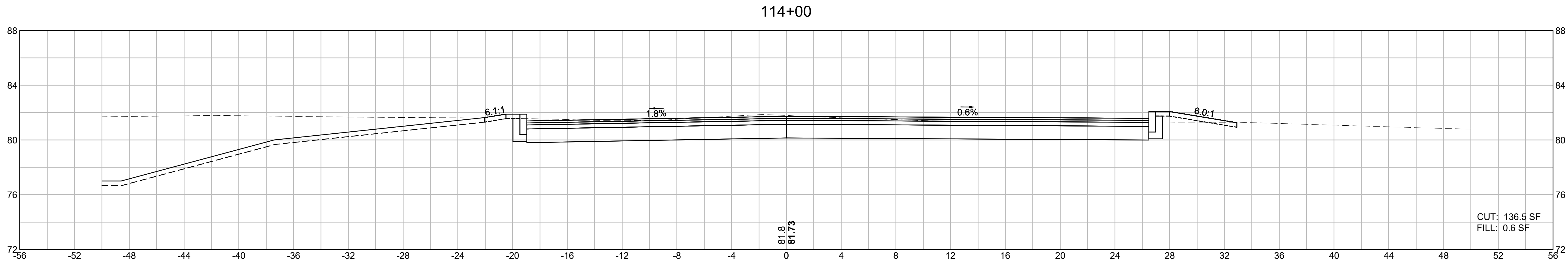
110+50



CARVER
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